



Looking *to the* Future

S*ix-Year Transit Development Plan for 2002 to 2007: Appendices*

***Six-Year Transit
Development Plan
for 2002 to 2007:
Appendices***

King County Department of Transportation
Metro Transit Division

September 2002

This information is available on request in accessible formats.
This document can also be read at www.metrokc.gov/kcdot/tp/transit/6yrpln.htm

TABLE OF CONTENTS

APPENDIX A: SAMPLE NETWORK

Sample Network Overview	A-1
Route-by-Route Descriptions.....	A-2
Route assignments by Subarea – Fall 2001 Routes	A-23
Mobility Products and Service – Six-Year Plan Activities	A-30

APPENDIX B: SAMPLE NETWORK MAPS

APPENDIX C: SERVICE EVALUATION

Fall 2000 Route Performance Report	C-1
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APPENDIX D: CAPITAL

Transit Route Facilities	D-1
Base Facilities Master Plan Executive Summary	D-10
Transit-Oriented Development Project Summary	D-14

APPENDIX E: PLANNING POLICY

Consistency with other plans	E-1
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APPENDIX F: FINANCIAL PLAN

Public Transportation Fund – 2002 Financial Plan	F-1
Public Transportation Fund – Revised 2002 Financial Plan.....	F-2

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APPENDIX A

Sample Network

Sample Network Overview

The sample network serves as an example of potential modifications to the King County Metro Bus System consistent with the strategies of the Six-Year Transit Development Plan for 2002 - 2007. The network assumes approximately 400,000 annual service hours of new service, more than is expected during the period.

The table below indicates the improvements included in the sample network. Changed routes, frequencies, and spans are shaded. The sample network represents continued development of the multi-destinational service concept introduced in the 1996 - 2001 plan. This service concept relies on a network of core routes providing frequent, two-way, all-day connections between major King County destinations. A web of local services supports the core network. Local services connect residential areas to core routes, transit hubs, or activity centers. An additional network of peak-only routes provides faster service and extra capacity during peak commute times on high-ridership corridors.

Sound Transit bus routes that provide limited-stop high-speed service between centers and are operated by Metro are also included in the sample network table describing areas served, span of service and frequency. Commuter rail provides some peak-period service on Burlington Northern Santa Fe tracks between Tacoma and Seattle via the Green River Valley. Both ST regional express bus service and Sound Transit commuter rail service are programmed for improvements during this planning period.

A summary of adjusted route assignments by subarea can be found after the route-specific service improvement table. Additional mobility products and services, which complement the bus services offered, are another element of the sample network for this period. A summary table describing projected development activities during the 2002 to 2007 period associated with each mobility product or service is included. Maps of the sample network follow in Appendix B, illustrating the coverage of all-day and peak-only services throughout the service area.

EAST		SUBAREA									
		Bold face type indicates combined frequency with other routes/variants. (Span will show for this variant only)									
		Shaded cells indicate improvements in span and/or frequency									
			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
200	Issaquah – North Issaquah		600-1815			30	30				
201	South Mercer Island - Mercer Island		Peak			(2, 1)					
202	South Mercer Island - Mercer Island - Seattle CBD		Peak			(5, 7)					
203	Shorewood - Mercer Island		600-1845	900-1800	1100-1700	30	60			60	60
204	South Mercer Island - Mercer Island		830-1500	845-1845	1015-1745		30			30	30
205	South Mercer Island - U. District		Peak			(3, 4)					
209	North Bend - Snoqualmie - Fall City – Issaquah		815-1530; 1930	830-1730; 1930			60	(1, 1)		60	
210	Issaquah - Eastgate - Seattle CBD		Peak			(5, 5)					
211	North Bend - Snoqualmie - Seattle CBD	New route between North Bend and Seattle via Snoqualmie Ridge and I-90	Peak			(3, 3)					
212	Eastgate P&R - Seattle CBD	Increase the number of trips substantially to serve expanded Eastgate P&R	Peak			(44, 44)					
213	Shorewood - Mercer Island		915-1415	930-1830	1030-1730		60			60	60
214	North Bend - Snoqualmie - Fall City - Issaquah - Seattle CBD		Peak			(5, 5)					
214 TB	Issaquah P&R - Seattle CBD		Peak			(14, 13)					
216	Sammamish - Seattle CBD		Peak			(4, 4)					
217	Seattle CBD - Eastgate - Issaquah		Peak			(3, 3)					
218	Issaquah Highlands - Seattle CBD	New route between Issaquah Highlands P&R and Seattle CBD.	Peak			(11, 12)					
219	Newcastle – Factoria		Peak			60					
220	Redmond - Rose Hill - Northup Way - S. Kirkland P&R - Bellevue	Improve to 30-minute frequency at all times.	630-1745			30	30				
222	Overlake - Bellevue CC - Eastgate - Beaux Arts – Bellevue		545-2230	815-2230	800-2230	30	30	60		30	60
224	Cougar Mountain - Eastgate P&R	New route serving Cougar Mountain.	Peak			60					

EAST	SUBAREA										
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			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
225	Overlake - Phantom Lake - Eastgate P&R - Seattle CBD		Peak			(3, 3)					
229	Overlake - Crossroads - Eastgate P&R - Seattle CBD		Peak			(4, 4)					
230	Totem Lake - Kirkland - S. Kirkland P&R - Bellevue - Factoria	Operate between Totem Lake and Factoria. Extend span. Improve to 30-min freq. eve and Saturday.	500-000	600-000	700-2300	30	30	30	60	30	60
230 TB	Kirkland - S. Kirkland P&R - Bellevue - Factoria	Operate between Kirkland and Factoria. Improve to 15-min (combined) frequency weekday midday.	600-1800			15	15				
231	Redmond - Overlake - Rosemont Beach - Crossroads - Bellevue	Replaces eastern portion of route 230. Improve to 30-min frequency weekday eve and Saturday.	500-2200	600-2200	700-2200	30	30	30		30	60
232	Duvall - Redmond - Bellevue – Redmond		Peak			(5, 5)					
232 TB	English Hills - Redmond - Bellevue – Redmond		Peak			(3, 3)					
233	Avondale - Bear Creek P&R - Overlake - Bel-Red Road – Bellevue		615-1945	800-1800		30	30			60	
234	Kenmore - Finn Hill - Juanita - Kirkland - S. Kirkland P&R - Bellevue	Extend span until 11 PM on weekdays and 9 PM on Saturdays. Add Sunday service,	500-2300	600-2100	600-2100	30	30	60	60	60	60
236	Woodinville - Kingsgate - Totem Lake - Kirkland	Extend span until 10:30 PM Monday-Saturday.	530-2230	900-2230	900-1800	30	30	30		60	60
237	Woodinville - I-405 - Bellevue		Peak			(3, 3)					
238	Bothell - Kingsgate - Totem Lake - Lake Washington Tech College - Kirkland	Extend span until 10:30 PM Monday-Saturday.	530-2230	900-2230	900-1800	30	30	30		60	60
240	Clyde Hill - Bellevue - Factoria - Newcastle - Renton Highlands – Renton		530-2300	700-2300	800-2300	30	30	60	60	30	60
242	North City - Northgate - I-5/NE 65th – Overlake		Peak			(8, 7)					
243	Jackson Park - Ravenna – Bellevue		Peak			(3, 3)					

EAST SUBAREA											
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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
244	Bothell - Rose Hill - Overlake	New route between Bothell and Overlake.	Peak			(5, 5)					
245	Kirkland - Rose Hill - Overlake - Crossroads - Bellevue CC - Eastgate P&R - Factoria	Expand span to 12 AM Mon-Sat and 11 PM on Sunday. Increase to 15-min freq. weekday daytimes.	500-000	600-000	700-2300	15	15	30	60	30	60
247	Overlake - Eastgate P&R - Renton - Kent Boeing	Add 3 AM and 4 PM trips.	Peak			(6, 7)					
248	Kent - Renton - Factoria - Eastgate P&R - Overlake	New route from Kent to Overlake.	Peak			(6, 7)					
249	Redmond - Sammamish Viewpoint - Overlake - Northup Way - Bellevue	Improve to 30-minute frequency weekday midday.	630-1900	715-1915		30	30			60	
250	Redmond - Sammamish Viewpoint - Overlake - Seattle CBD		Peak			(6, 7)					
251	North Creek - Woodinville - Cottage Lake - Avondale - Redmond - Rose Hill - Kirkland	Extend span until 9 PM.	600-2100			30-60	60	60			
251 TB	Woodinville - Cottage Lake - Avondale - Redmond - Rose Hill - Kirkland	Add Sunday service.		900-1800	900-1800					60	60
252	Kingsgate - Kingsgate P&R - Seattle CBD		Peak			(7, 8)					
252 TB	Kingsgate P&R - Seattle CBD	Add 4 AM and 3 PM trips.	Peak			(11,12)					
253	Redmond - Overlake - Crossroads - Bellevue	Increase to 30-min frequency weekday evenings and Saturday daytime.	530-030	630-030	630-030	30	30	30	60	30	60
254	Education Hill - Redmond - Rose Hill - Kirkland		500-2030; 2330	800-2245	800-2145	30	60	60-90	(0, 1)	60	120
255	Brickyard P&R - Kingsgate - Totem Lake - Juanita - Kirkland - S. Kirkland P&R - Seattle CBD		500-000	530-2315	530-2315	30	30	30	60	30	30
255 ALT	Kirkland - S. Kirkland P&R - Seattle CBD	Add 5 AM trips from Kirkland to Seattle and 5 PM trips from Seattle to Kirkland.	Peak			(5, 5)					
255 TB	Kirkland - S. Kirkland P&R - Seattle CBD	Improve to 15-min peak frequency between Kirkland and Seattle.	Peak			15					
256		Delete route to fund two-way 15-min peak service on route 255 TB.									

EAST SUBAREA											
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			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
257	Kingsgate - Brickyard P&R - Kingsgate P&R - Seattle CBD		Peak			(6, 6)					
260	Finn Hill - Juanita - Seattle CBD		Peak			(3, 3)					
265	Redmond - Rose Hill - Houghton P&R - Seattle CBD		Peak			(8, 8)					
266	Bear Creek - Redmond - Overlake - Seattle CBD		Peak			(8, 7)					
268	Bear Creek - Seattle CBD	Add four AM and four PM trips.	Peak			(8, 9)					
269	Redmond - Sammamish Plateau - Issaquah	Improve to 30-min peak frequency. Add hourly midday service.	500-1900			30	60				
271	Issaquah - Eastgate - Bellevue CC - Bellevue - Medina - U. District	Improve to 30-minute frequency weekday evenings.	530-2215	630-2215	745-2215	30	30	30		30	60
271 TB	Eastgate - Bellevue CC - Bellevue - Medina - U. District	Extend trips to Eastgate P&R.	Peak			15					
272	Eastgate - Crossroads - U. District		545-915; 1030-1730			(6, 4)	(1, 5)				
277	Juanita - Kingsgate P&R - Houghton P&R - U. District		Peak			(6, 5)	(0, 1)				
280	Seattle CBD - Bellevue - Renton - Seattle CBD		OWL	OWL	OWL						
291	Bear Creek - Redmond - Totem Lake	Extend to Bear Creek P&R. Interline with route 341 to Aurora Village.	Peak			30					
306	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(5, 6)					
310	Bothell - I-405 - Seattle CBD	New route between Bothell and Seattle via I-405.	Peak			(4, 5)					
311	Duvall - Woodinville - I-405 - Seattle CBD		Peak			(7, 8)					
312	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(13, 16)					
312 TEX	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(6, 4)					

EAST SUBAREA											
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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
341	Aurora Village - Ballinger Terrace - Lake Forest Park - Finn Hill - Totem Lake	Operate to Totem Lake instead of Bothell. Reduce Sunday span to 9 AM to 6 PM.	600-2100	700-2100	900-1800	30	60	60		60	60
342	Shoreline P&R - Ballinger Terrace - Kenmore - Bothell - Bellevue – Renton		Peak			(6, 6)					
370	Aurora Village - Shoreline - U. District		Peak			(4, 5)					
372	Woodinville - North Creek - Bothell - Kenmore - Lake Forest Park - Lake City - U. District		530-2100			30	30	60			
372 TB	Kenmore - Lake Forest Park - Lake City - U. District		Peak			(3, 4)					
ST-522	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Downtown Seattle		500-100	600-100	600-100	30	30	30	60	30	30
ST-530	Everett Mall - Ash Way P&R - Canyon Park P&R - Bothell - Kingsgate Flyer Stop - Bellevue		830-1845				60				
ST-532	Everett Mall - Ash Way P&R - Canyon Park P&R - Kingsgate Flyer Stop - Bellevue		Peak			30					
ST-535	Lynnwood - Alderwood Mall - Canyon Park P&R - Bothell - Kingsgate Flyer Stop - Bellevue		515-2215	815-2215	815-22015	30	60	60		60	60
ST-540	Bear Creek P&R - Redmond - Kirkland - S. Kirkland P&R - U. District		545-2130	615-1830	615-1830	30	30	60		60	60
ST-545	Bear Creek P&R - Redmond - Overlake TC - Seattle CBD	Add Weekend service	530-2245	700-2200	700-2200	15	30	30		30	30
ST-550	Bellevue TC - S. Bellevue P&R - Mercer Island P&R - Seattle CBD		500-2345	615-2345	615-2345	5-15	15	30	30	30	30
ST-554	Issaquah P&R - Eastgate P&R - Mercer Island P&R - Seattle CBD		545-2230	630-2230	800-2230	30	30	30		30	60
ST-555	Issaquah P&R - Eastgate P&R - Bellevue - Montlake - Northgate		Peak			30					
ST-560	Bellevue TC - S. Bellevue P&R - Newport Hills P&R - Renton - Sea-Tac Airport	Improve to 30-minute weekend service.	530-2215	615-2130	615-2130	30	30	60		30	30
ST-565	Federal Way - Auburn - Kent - Renton - Bellevue TC	Add evening and weekend service.	500-2200	700-2200	700-2200	30	60	60		60	60
921	Factoria - Somerset - Eastgate - Woodridge - Bellevue	Improve to 30-minute frequency at all times.	515-1830			30	30				
922	Carnation - Redmond		Peak			(1, 1)					

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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
925	Newcastle - Factoria		630-1830			DART	DART				
926	Crossroads - Phantom Lake - Bellevue CC - Eastgate P&R		600-1900			30	60				
927	Sammamish - Issaquah		615-1730	915-1715		60	60			60	
929	North Bend - Snoqualmie - Fall City - Carnation - Duvall - Redmond		810-1645			(1,0)	(1,2)	(1,1)			
935	Totem Lake - Finn Hill - Kenmore		515-1915			30	60				
942	Eastgate P&R - S. Bellevue P&R - Mercer Island P&R - First Hill		Peak			(5, 5)					

SOUTH		SUBAREA									
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		Shaded cells indicate improvements in span and/or frequency									
			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
101	Fairwood - Renton - Seattle CBD		Peak			(6, 7)					
101 TB	Renton - Seattle CBD	Add two trips in each peak period.	515-2145	645-2200	815-2200	5-10	30	30		30	30
105	Renton Highlands - Renton	Improve Sunday daytime frequency to 30-minutes.	500-2330	600-2330	600-2330	30	30	30	60	30	30
106	Renton - Skyway - Rainier Beach - Seattle CBD		500-045	545-045	645-045	15-30	30	30	60	30	30
107	Rainier Beach - West Hill – Renton		445-015	530-015	630-015	30	30	60	60	60	60
110	Southwest Renton - North Renton		Peak			30					
111	Maplewood - Renton Highlands - Seattle CBD	Add one PM Peak period trip	Peak			(8, 8)					
113	Shorewood - White Center - Seattle CBD		Peak			(6, 5)					
114	Renton Highlands - Newcastle – Seattle		Peak			(5, 4)					
116	Fauntleroy - Seattle CBD	Reduce PM Peak period trips to 2. Alternative trips exist on routes 54 EX and 570.	Peak			(10, 2)					
118 EX	Tahlequah - Burton - Vashon - Fauntleroy Seattle CBD		Peak			(2, 2)					
118	Tahlequah - Burton – Vashon		415-2000	900-1715		(5, 5)	(2, 1)	(1, 1)		(5, 5)	
118 TB	Burton – Vashon		415-2100	730-1845		(11, 9)	(3, 2)	(2, 2)		(8, 9)	
119 EX	Docton - Vashon - Fauntleroy - Seattle CBD		Peak			(1, 1)					
119	Docton – Vashon		515-1915			(7, 7)	(2, 2)	(1, 1)			
120	Burien - Ambaum - White Center - Delridge - Seattle CBD	New route serving Ambaum Way and Delridge Way between Burien and Seattle CBD.	500-030	600-030	600-030	15	15	30	30	30	30
120 TB	White Center - Delridge - Seattle CBD	Additional trips between White Center and Seattle CBD.	Peak			7.5					

SOUTH SUBAREA											
		Bold face type indicates combined frequency with other routes/variants. (Span will show for this variant only)									
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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
124		Route deleted and partially replaced by routes 126 and 163.									
126	Rainier Beach - Allentown - McMicken Hts. - Southcenter	New route between Rainier Beach and Southcenter via Allentown and McMicken Hts.	500-2000	800-1900	1000-1900	30	60			60	60
128	Admiral District - West Seattle Jct. - SSCC - White Center - Riverton Hts. - Southcenter	Extend to Admiral District at all times. Improve weekend frequency to 30-minutes.	500-2200	700-2200	700-2000	30	30	30		30	30
128 TB	Admiral District - West Seattle Jct. - White Center	Provide 30-minute Sunday evening service between Admiral District and White Center			2000-2200						
128 SH	Admiral District - West Seattle Jct.	Replace route 55 SH between Admiral District and West Seattle Jct.	2200-100	2200-100	2200-100				30		
130	Highline CC - Des Moines - Burien - Park Lake - South Park - Seattle CBD		1515-030	615-030	600-030			60	60	60	60
130 TB	Burien - Park Lake - South Park - Seattle CBD		545-1730			30	60				
130 EX	Highline CC - Des Moines - Burien - Seattle CBD		500-1845			30	60				
132	Highline CC - Des Moines - Burien - Riverton Hts. - South Park - Seattle CBD		500-600; 1500-115	645-115	630-115			60	60	60	60
132 TB	Burien - Riverton Heights - South Park - Seattle CBD	Improve weekday midday and early evening (combined with 132) frequency to 30-minutes.	500-2030			30	30	30			
132 EX	Highline CC - Des Moines - Burien - Seattle CBD		615-1745			30	60				
133	Burien - Ambaum Way - White Center - U. District		Peak			(3, 4)					
135	Shorewood - White Center - SSCC - Seattle CBD	Route to Shorewood to replace route 20. Improve Sunday daytime frequency to 30-minutes.	500-600; 830-1530; 1900-2200	800-2200	900-1900		30	30		30	30
135 TB	White Center - SSCC - Seattle CBD	Extend daily span one hour later.	600-830; 1530-1900; 2200-2330	600-800; 2200-2300	700-900; 1900-2300	15			60		
136		Route deleted and replaced by routes 23 (Highland Park) and 120 (Ambaum Way)									
137		Route deleted and replaced by routes 23 (Highland Park) and 130 (Park Lake)									

SOUTH		SUBAREA									
		Bold face type indicates combined frequency with other routes/variants. (Span will show for this variant only)									
		Shaded cells indicate improvements in span and/or frequency									
			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
137 EX	Gregory Heights - Burien - Seattle CBD		Peak			(5, 4)					
139	Gregory Heights - Burien	Begin weekday service at 5:45 AM.	545-2245	645-2245	700-2245	30	30	30		30	30
140	Burien - SeaTac - Southcenter - Renton	Improve weekday daytime frequency to 15-minutes. Improve frequency to 30-min at all other times. Expand daily span to 4:30 AM to 12:30 AM.	430-030	430-030	430-030	15	15	30	30	30	30
143	Black Diamond - Maple Valley - Renton - Seattle CBD	Add one PM Peak period trip	Peak			(3, 4)					
148	Fairwood - Royal Hills – Renton		545-2100	800-1930	800-1845	30	30	60		60	60
149	Black Diamond - Maple Valley – Renton		500-1845			30-60	120				
150	Kent - Southcenter - Seattle CBD	Truncate to operate between Kent and Seattle only. Improve weekday midday frequency to 15-min.	500-100	600-100	600-100	15	15	30	60	30	30
151	SE Auburn - Auburn - Kent	Extend north to Kent and through route with 161 to Burien. Extend daily span to 4 AM to 1 AM.	400-100	400-100	400-100	30	30	30	30	30	30
152		Route deleted when Sounder at full service.									
153	Kent - Renton		600-1815			30	60				
154		Route replaced by extended route 163.									
155	Fairwood - Valley Medical Center - Southcenter	Improve weekday peak frequency to 15-minutes. Add early evening weekday and Sunday service.	500-2000	800-1900	1000-1900	30	60			60	60
158	Covington - Kent East Hill - Kent	Convert to Sounder feeder service. Extend to Covington to replace route 159.	Peak			(6, 6)					
159		Route deleted when Sounder at full service.									
160		Route deleted when Sounder at full service.									
161	Kent - SeaTac - Burien	New route from Kent to Burien via SeaTac airport. Through route with 151 to Auburn.	430-000	430-000	430-000	30	30	30	30	30	30
162		Route deleted when Sounder at full service.									

SOUTH SUBAREA											
		Bold face type indicates combined frequency with other routes/variants. (Span will show for this variant only)									
		Shaded cells indicate improvements in span and/or frequency									
Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
163	North Meridian Park - Valley Medical Center - Longacres - Boeing Industrial	Combine routes 154, 160 and 163 into single route with 6 trips connecting with Sounder at Longacres.	Peak			(6, 6)					
164	Green River CC - Kent East Hill - Kent		600-2130			60	60	60			
166	Kent - Highline CC - Des Moines		445-2230	615-2115	745-2015	30	30	30-60		30	60
167		Delete route and replace with Sounder.									
168	Four Corners - Covington - Kent East Hill - Kent	Extend to Four Corners (Maple Valley-Black Diamond Hwy and Kent-Kangley Road)	445-2315	530-2315	645-2015	60	60	60	60	60	60
169	Kent - Kent East Hill - Valley Medical Center - Renton	Improve weekday peak frequency to 15-minutes. Improve Sunday daytime frequency to 30-minutes.	500-2330	600-2330	600-2330	15	30	30	60	30	30
170	McMicken Hts. - Riverton Heights - Seattle CBD		Peak			(5, 3)					
173		Route deleted due to low ridership.									
174	South SeaTac - Riverton Heights - Boeing Industrial - Seattle CBD	Split route in SeaTac.	500-100	600-100	600-100	15	30	30	30	30	30
174 OWL	Federal Way - Midway - SeaTac - Riverton Heights - Boeing Industrial - Seattle CBD		OWL	OWL	OWL						
175	West Federal Way - Dash Point - Star Lake - Seattle CBD		Peak			(4, 5)					
176		Route deleted and replaced with additional trips on routes 177 and 179.									
177	Federal Way P&R - Seattle CBD	Add trips to replace routes 176 and 178.	Peak			(20, 20)					
178		Route deleted and replaced with additional trips on routes 177 and 179.									
179	Twin Lakes - Federal Way - Seattle CBD	Add trips to replace routes 176 and 178.	Peak			(12, 14)					
181	Green River CC - Auburn - Federal Way	Streamline routing. Extend daily span to 11 PM. Improve Saturday daytime frequency to 30-minutes.	500-2300	600-2300	600-2300	30	30	60	60	30	60
182	Northshore - S. 356th St - South Federal Way - Federal Way	New route serving South Federal Way.	600-2200	800-2200	900-2000	30	60	60		60	60
183	Twin Lakes - Dash Point - Star Lake - Kent	Operate to Twin Lakes and West Federal Way. Add Mon-Sat evening and Sunday	530-2200	800-2100	800-1900	30	60	60		60	60

SOUTH SUBAREA											
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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
		daytime service.									
184	Federal Way - Weyerhaeuser	New route serving Southeast Federal Way.	600-1830			30	30				
185	North Auburn - Auburn		830-1530	845-1545			70			70	
186	Southeast Auburn - Auburn		615-1845	815-1630		30	70			70	
187	Twin Lakes - Federal Way	Begin weekday service at 5 AM. Improve weekday peak frequency to 30-minutes.	500-000	800-2200	900-2000	30	60	60	60	60	60
188	Twin Lakes - Federal Way	Improve Mon-Sat daytime frequency to 30-minutes. Extend Sunday span to 6 AM to 11 PM.	500-2300	600-2300	600-2300	30	30	60	60	30	60
189	Federal Way - Camelot - Star Lake - Highline CC - Des Moines	New route connecting Federal Way, Camelot, Star Lake, Highline CC and Des Moines.	600-1900	700-1900		60	60			60	
190	Pacific Hwy P&R - Star Lake - Seattle CBD	Extend trips to begin at new Pacific Highway P&R. Add 11 AM and 12 PM trips.	Peak			(17, 18)					
191	Star Lake - Midway - Riverton Heights - Seattle CBD		Peak			(6, 6)					
192	Star Lake - Military Road - Kent-Des Moines P&R - Seattle CBD		Peak			(5, 5)					
192 TB	Kent-Des Moines P&R - Seattle CBD	Add trips to replace deleted routes 158, 159 and 162.	Peak			(11, 11)					
193	Federal Way - Seattle CBD	New route between Federal Way City Center and Seattle CBD via I-5.	600-1800			30	30				
194	Sea-Tac Airport - Seattle CBD	Shorten route to SeaTac to Seattle only. Improve weekday daytime frequency to 15-minutes. Extend daily span to 12 AM.	500-000	600-000	600-000	15	15	30	30	15	30
196	South Federal Way P&R - Seattle CBD		Peak			(10, 10)					
197	South Federal Way P&R - Federal Way City Center - U. District		Peak			(7, 6)	(0, 2)				
199	Federal Way - Midway - SeaTac	New route to replace truncated route 174. Improve weekday daytime frequency to 15-minutes.	430-100	430-100	430-100	15	15	20	30	20	30
240	Clyde Hill - Bellevue - Ffactoria - Newcastle - Renton Highlands - Renton		530-2300	700-2300	800-2300	30	30	60	60	30	60

SOUTH SUBAREA											
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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
247	Overlake - Eastgate P&R - Renton - Kent Boeing	Add 3 AM and 4 PM trips.	Peak			(6, 7)					
248	Kent - Renton - Factoria - Eastgate P&R - Overlake	New route from Kent to Overlake.	Peak			(6, 7)					
280	Seattle CBD - Bellevue - Renton - Seattle CBD		OWL	OWL	OWL						
342	Shoreline P&R - Ballinger Terrace - Kenmore - Bothell - Bellevue - Renton		Peak			(6, 6)					
ST-560	Bellevue TC - S. Bellevue P&R - Newport Hills P&R - Renton - Sea-Tac Airport	Improve to 30-minute weekend service.	530-2215	615-2130	615-2130	30	30	60		30	30
ST-565	Federal Way - Auburn - Kent - Renton - Bellevue TC	Add evening and weekend service.	500-2200	700-2200	700-2200	30	60	60		60	60
ST-570	Seattle CBD - West Seattle - Fauntleroy - White Center - Burien - Sea-Tac Airport	Add evening and weekend service.	400-2200	700-2200	700-2200	30	30	60		60	60
574	Lakewood - Tacoma Dome - Federal Way - Star Lake Flyer - KDM Flyer - Sea-Tac Airport	Add evening service and improve to 30-minute frequency on weekends.	300-2200	300-2200	300-2200	30	30	60		30	30
901	Mirror Lake - Federal Way		500-2115	900-2030	1000-1745	30	30	60		30	30
903	Twin Lakes - Federal Way		500-2145	900-2030	1000-1800	30	30	60		30	30
908	Renton Highlands - Renton		715-1845	745-1815		60	60			60	
909	Kennydale - Renton Highlands - Renton		545-1915	615-1845		60	60			60	
912	Enumclaw - Maple Valley - Covington		915-1500				100				
914	Kent Shopper Shuttle		900-1645	900-1645			60			60	
915	Enumclaw - Auburn	Add 30-minute peak service to replace route 152.	500-1900			30	90				
916	Kent Shopper Shuttle		930-1615	930-1615			60			60	
917	White River Jct. - Auburn		500-1845	830-1745		60	60			60	
941	Star Lake P&R - Kent-Des Moines P&R - Tukwila P&R - First Hill		Peak			(7, 5)					

SEATTLE /NORTH KING COUNTY SUBAREA											
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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
1	Kinnear - West Seattle Center - Seattle CBD		530-1900	630-1900	1130-1800	15	20			30	30
1 SH	Kinnear - West Seattle Center		1930-000	1930-000	600-1100; 1830-000			30	30		
2 N	West Queen Anne - West Seattle Center - Seattle CBD		500-100	600-100	600-100	30	30	30	30	30	30
2 S	Madrona Park - First Hill - Seattle CBD		500-030	615-030	600-030	15	15	30	30	15	30
2 EX	West Queen Anne - Seattle CBD		Peak			(13, 15)					
3 N	North Queen Anne - East Seattle Center - Seattle CBD	Improve weekday midday frequency to 30-minutes	645-1845	745-1845		15-20	30			30	
3 S	Madrona - Central District - Seattle CBD		545-015	615-015	600-015	15-20	30	30	30	30	30
3 S TB	Central District - Seattle CBD	Improve weekday midday frequency to 7.5-minutes. (Combined with 3S and 4S)	830-1530			7.5-10	7.5	15	15	15	15
4 N	East Queen Anne - East Queen Anne - Seattle CBD	Improve weekday midday frequency to 30-minutes	630-1900	730-1900		15-20	30			30	
4 N NT	North/East Queen Anne - East Seattle Center - Seattle CBD		530-630; 1900-100	600-715; 1900-100	600-100			30	30		30
4 S	Judkins Park - Central District - Seattle CBD		500-000	600-000	615-000	15-20	30	30	30	30	30
5	Shoreline CC - Greenwood - Phinney Ridge - Seattle CBD	Improve Monday-Saturday daytime and evening to 15-minutes.	445-100	545-100	545-100	15	15	15	30	15	15
5 ALT		Delete service to Northgate; all trips serve Shoreline Community College.									
5 EX	Greenwood - Phinney Ridge - Seattle CBD		Peak			(6, 6)					
7 S	Prentice Street - Rainier Beach - Columbia City - Seattle CBD		445-330	545-330	545-330	20	20	30	30	20	30
7 S TB	Rainier Beach - Columbia City - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes (combined with 7 S)	500-2200	700-2200	1130-1800	10	10	15	30	10	15
7 EX	Prentice Street - Rainier Beach - Columbia City - Seattle CBD		Peak			(9, 10)					
7 N		Change route number to 9.									
7 N TB		Change route number to 9 TB.									
8	Central District - Capitol Hill - Seattle Center		545-1830			30	30				

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Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
8 TB	Capitol Hill - Seattle Center	Improve weekday midday frequency to 15-minutes.	600-2330	830-2330	830-2130	15	15	30	30	30	30
9	University District - Broadway - Seattle CBD	Existing route 9 deleted and route number assigned to former route 7 N.	500-100	600-100	615-100	20	20	30	30	20	30
9 TB	Broadway - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes. (Combined with 9)	630-2200	730-2200	1130-1800	10	10	15	30	10	15
10	Capitol Hill - Seattle CBD	Improve weekday midday frequency to 10-minutes	500-100	600-100	615-100	10	10	30	30	15	30
11	Madison Park - capitol Hill - Seattle CBD		500-115	600-115	600-115	10-15	30	30	60	30	30
12	Interlaken Park - First Hill - Seattle CBD	Improve weekday midday frequency to 20-minutes	600-2300	600-2300	615-2300	10-20	20	30	30	30	30
12 TB	First Hill - Seattle CBD	Improve weekday midday frequency to 10-minutes. (Combined with 12)	900-1730	715-1745		10	10	30	30	15	30
13	Seattle Pacific University - Queen Anne - West Seattle Center - Seattle CBD		600-2315	615-2315	615-2315	15-20	30	30	30	30	30
14 N	Summit - Seattle CBD		515-015	615-015	630-015	15	30	30	30	30	30
14 S	Mount Baker - S. Jackson St. - Seattle CBD		530-100	600-100	600-100	15	30	30	30	30	30
15	Blue Ridge - Crown Hill - Ballard - West Seattle Center - Seattle CBD		545-130	630-130	630-130	20	20	30	30	20	30
15 EX	Blue Ridge - Crown Hill - Ballard - Seattle CBD		Peak			(8, 8)					
16	Northgate - East Green Lake - Wallingford - East Seattle Center - Seattle CBD		445-115	545-115	545-115	20	20	30	30	20	30
16 EX	NSCC - East Green Lake - Seattle CBD		Peak			(8, 6)					
17	Sunset Hill - Ballard - SPU - Westlake - Seattle CBD		515-015	630-015	630-015	10-30	30	30	30	30	30
17 EX	Sunset Hill - Ballard - Seattle CBD		Peak			(5, 5)					
18	North Beach - Loyal Heights - Ballard - West Seattle Center - Seattle CBD		530-100	630-100	700-100	20	20	30	30	20	30
18 EX	North Beach - Loyal Heights - Ballard - Seattle CBD		Peak			(7, 6)					
19	West Magnolia - Seattle CBD		Peak			(4, 6)					
20		Route deleted and replaced by routes 120 (Delridge Way) and 135 (Shorewood)									

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			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
21	Arbor Heights - Roxhill - High Point - Seattle CBD		445-115	600-115	545-115	30	30	30	30	30	30
21 EX	Arbor Heights - Roxhill - High Point - Seattle CBD		Peak			(9, 9)					
22	White Center - Gatewood - West Seattle Jct. - Seattle CBD		500-1900	615-1900	630-1900	30	30			30	60
23	White Center - Highland Park - Seattle CBD	New route replacing routes 136 and 137 between White Center and Seattle CBD	530-100	600-100	600-100	30	30	30	60	30	30
24	West Magnolia - Central Magnolia - Seattle CBD		530-100	600-100	600-100	15-30	30	30	30	30	30
25	U. District - Montlake - Seattle CBD	Truncate at each end to operate between U. Way/Campus Parkway and 3rd/Pine Street.	600-1800			30	45				
26	East Green Lake - Latona - Fremont - Dexter Ave - Seattle CBD	Operate on 3rd Avenue in Downtown Seattle.	515-115	600-115	645-115	15-30	30	30	30	30	30
26 EX	East Green Lake - Latona - Seattle CBD		Peak			(6, 5)					
27	Colman Park - Leschi - Seattle CBD	Through route with route 28.	600-100	600-100	700-100	15-20	30	60	60	30	60
28	Broadview - Whittier Heights - Ballard - Fremont - Dexter Ave - Seattle CBD	Through route with route 27. Operate on 3rd Avenue in Downtown Seattle.	515-1845	600-1800			30			30	
28 TB	Whittier Heights - Ballard - Fremont - Dexter Ave - Seattle CBD	Through route with route 27. Operate on 3rd Avenue in Downtown Seattle.	Peak			30					
28 SH	Broadview - Whittier Heights - Ballard - Fremont		1900-130	1900-130	630-130			30	30		30
28 EX	Broadview - Whittier Heights - Ballard - Seattle CBD		Peak			(9, 8)					
30	Laurelhurst - U. District	Replaces route 25 service to Laurelhurst. Through route with route 67 to Northgate.	600-1830			30	30				
31	Magnolia - SPU - Fremont - Wallingford - U. District		600-1845	615-1845		30	30			30	
32	Rainier Beach - South Beacon Hill - Seattle CBD		Peak			(6, 4)					
33	Discovery Park - East Magnolia - Seattle CBD	Through route with route 39. Improve Monday-Saturday daytime frequency to 30-minutes.	530-2215	600-2200	545-2200	15-30	30	60		30	45
35	Seattle CBD - Harbor Island		Peak			(2, 2)					
36	Rainier Beach - South Beacon Hill - Beacon Hill - Seattle CBD		445-115	530-115	545-115	30	20	30	30	30	30
36 TB	Beacon Hill - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes. (Combined with 36)	500-2100	530-2100	900-1830	10	10	15	30	15	15

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Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
37	West Seattle Jct. - Alki - Seattle CBD		Peak	1200-1600		(9, 11)				(2, 2)	
38	SODO - Beacon Hill - Rainier Valley	Extend service from Beacon Hill to SODO via S. Holgate St.	630-2130	730-2130	730-2130	30	30	30		30	30
39	Rainier Beach - Seward Park - Columbia City - Seattle CBD	Terminate at Rainier Beach (See route 126). Through route with route 33.	600-1830	600-1800		30	30			30	
39 SH	Rainier Beach - Seward Park - Columbia City - VA Hospital	Terminate at Rainier Beach (See route 126).	1900-2200		1100-1800			60			60
41	Lake City - Northgate - Seattle CBD		600-000	600-000	600-000	15	15	30	30	15	30
41 TB	Northgate - Seattle CBD		Peak			(28, 24)					
42	Rainier View - Rainier Beach - MLK Jr Way - Seattle CBD	Operate on 3rd Avenue in Downtown Seattle.	500-2345	545-2345	545-2345	30	30	30	30	30	30
42 EX	Rainier View - Rainier Beach - MLK Jr Way - Seattle CBD		Peak			(5, 5)					
43	U. District - Montlake - Capitol Hill - Seattle CBD		530-100	600-100	545-115	15	15	30	30	15	15
44	Ballard - Wallingford - U. District	Improve weekday daytime frequency to 10-minutes.	500-130	530-130	530-130	10	10	15	30	15	15
45		Delete route and reinvest hours into route 74 (Seattle Center - U. District)									
46		Delete route and reinvest hours into route 44 (Ballard - U. District)									
48 N	Loyal Heights - Greenwood - East Green Lake - U. District	Improve weekday evening frequency to 15-minutes	600-2330	630-2330	630-2330	10	15	15	30	15	30
48 N EX	Loyal Heights - Greenwood - U. District		Peak			(3, 3)					
48 S	Rainier Beach - MLK JR. Way - Central District - U. District		600-1900	630-1900		30	30			30	
48 S ALT	Columbia City - Central District - U. District		700-1830	700-1900		30	30			30	
48 S TB	Rainier Valley - Central District - U. District	Improve weekday evening frequency to 15-minutes	545-2330	645-2330	700-2330	15	15	15	30	15	30
51	West Seattle Jct. - Genesee Hill - Admiral District		545-1900	545-1830	630-1830	30	30			30	30
53	West Seattle Jct. - Alki - West Seattle Jct.		815-1615				60				
54	White Center - Fauntleroy - West Seattle Jct. - Seattle CBD		515-100	545-100	530-100	30	30	30	30	30	30

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			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
54 TB	West Seattle Jct. - Seattle CBD	Create route 54 TB trips to replace route 55 weekend trips being deleted.	2000-2100	600-2100	800-1900			15		15	15
54 EX	Fauntleroy - Seattle CBD	Add three PM Peak trips to replace deleted route 116 trips.	Peak			(7, 10)					
55	Admiral District - West Seattle Jct. - Seattle CBD	Delete weekend service and replace with extended route 128.	530-1945			10-20	30	30			
55 SH		Delete and replace with route 128 SH.									
56	Alki - Admiral District - Seattle CBD		545-030	615-030	615-030	30	30	30	60	30	60
56 EX	Alki - Admiral District - Seattle CBD		Peak			(7, 8)					
57	West Seattle Jct. - Genesee Hill - Admiral District - Seattle CBD		Peak			(6, 7)					
60	White Center - Georgetown - Beacon Hill - First Hill - Broadway	Extend weekend service to White Center. Expand weekend span to 9 PM.	600-2115	600-2115	600-2115	30	30	30-60		30	30
60 TB	VA Hospital - Beacon Hill - First Hill - Broadway	Overlay additional peak period trips to create 15-minute frequency.	Peak			15					
64	Lake City - Wedgwood - Seattle CBD		Peak			(6, 6)					
65	Lake City - Wedgwood - U. District	Improve daily evening and night (to 11 PM) frequency to 30-minutes.	530-100	630-100	630-100	15	30	30	30-60	30	30
66 EX	Northgate - Roosevelt - Seattle CBD	Convert to peak only route. Operate via I-5 between NE 65th St and Seattle CBD.	Peak			(6, 7)					
67	Northgate - Roosevelt - U. District	Convert to full-time route. Improve weekday daytime frequency to 15-minutes.	530-100	630-100	630-100	15	15	30	30-60	30	30
68	Northgate - Ravenna - U. District		600-1800	915-1745		30	30			30	
70	U. District - Eastlake - Seattle CBD	Add Monday-Saturday evening and Sunday service.	600-2100	700-2100	930-1800	10-12	15	15		15	15
71	Wedgwood - View Ridge - Cowen Park - U. District - Eastlake - Seattle CBD	Reduce span in accordance with improved span on express portion.	500-630; 2100-130	600-700; 2100-130	600-930; 1800-130				30		
71 EX	Wedgwood - View Ridge - Cowen Park - U. District - I-5 - Seattle CBD	Add Monday-Saturday evening and Sunday service.	630-2100	700-2100	1000-1800	30	30	30		30	30
72		Delete and convert trips to route 73. (Route 372 provides alternative service)									
72 EX		Delete and convert trips to route 73 EX. (Route 372 provides alternative service)									

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			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
73	Jackson Park - Maple Leaf - Cowen Park - U. District - Eastlake - Seattle CBD	Improve frequency to 30-minutes at all times when operating.	500-600; 2100-100	600-700; 2100-100	600-930; 1800-100				30		
73 EX	Jackson Park - Maple Leaf - Cowen Park - U. District - I-5 - Seattle CBD	Improve frequency to 30-minutes at all times when operating. See route 78 for peak service between Jackson Park and U. District.	900-1500; 1900-2100	700-2100	1000-1800		30	30		30	30
73 TEX	U. District - I-5 - Seattle CBD	Improve Monday-Friday daytime service to 7.5 minutes.	700-2030	700-1900		5-7.5	7.5	10		10	15
74	Sand Point - Ravenna - U. District - Fremont - Westlake - Seattle Center	Extend to Seattle Center daily until 11:30 PM.	500-2330	600-2330	600-2330	30	30	30	30	30	30
74 TB	Sand Point - Ravenna - U District		2330-030	2330-030	2330-030				30		
74 EX	Lake City - Sand Point - Ravenna - U. District - Seattle	Begin and end trips in Lake City; operate via Sand Point Way	Peak			(5, 6)					
75	Ballard - Loyal Heights - Northgate - Lake City - Sand Point - U. District		615-000	830-000	830-000	30	30	60	60	30	60
75 TB	Lake City - Sand Point - U. District	Add trips to provide longer span of 15-minute service during peak periods.	Peak			15					
76	Wedgwood - View Ridge - Roosevelt - Seattle CBD		Peak			(10, 9)					
77	Jackson Park - Maple Leaf - Seattle CBD		Peak			(9, 7)					
78	Jackson Park - Maple Leaf - Cowen Park - U. District	Convert to two-way operation and improve to 30-minute frequency.	Peak			30					
79	Lake City - Ravenna - Roosevelt - Seattle CBD		Peak			(5, 5)					
81	Seattle CBD - Ballard - Crown Hill - Seattle CBD		OWL	OWL	OWL						
82	Seattle CBD - Queen Anne - Green Lake - Greenwood - Seattle CBD		OWL	OWL	OWL						
83	Seattle CBD - U. District - Ravenna - Seattle CBD		OWL	OWL	OWL						
84	Seattle CBD - Central District - Madison Park - Seattle CBD		OWL	OWL	OWL						
85	Seattle CBD - White Center - West Seattle - Seattle CBD		OWL	OWL	OWL						
97 EX	World Trade Center - Seattle CBD		700-900; 1600-1900			10					
99	International District - Pier 70		700-1800	1015-1815	1015-1815	30	20			20	20

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Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
101	Fairwood - Renton - Seattle CBD		Peak			(6, 7)					
101 TB	Renton - Seattle CBD	Add two trips in each peak period.	515-2145	645-2200	815-2200	5-10	30	30		30	30
106	Renton - Skyway - Rainier Beach - Seattle CBD		500-045	545-045	645-045	15-30	30	30	60	30	30
107	Rainier Beach - West Hill - Renton		445-015	530-015	630-015	30	30	60	60	60	60
113	Shorewood - White Center - Seattle CBD		Peak			(6, 5)					
114	Renton Highlands - Newcastle - Seattle		Peak			(5, 4)					
116	Fauntleroy - Seattle CBD	Reduce PM Peak period trips to 2. Alternative trips exist on routes 54 EX and 570.	Peak			(10, 2)					
120	Burien - Ambaum - White Center - Delridge - Seattle CBD	New route serving Ambaum Way and Delridge Way between Burien and Seattle CBD.	500-030	600-030	600-030	15	15	30	30	30	30
120 TB	White Center - Delridge - Seattle CBD	Additional trips between White Center and Seattle CBD.	Peak			7.5					
124		Route deleted and partially replaced by routes 126 and 163.									
126	Rainier Beach - Allentown - McMicken Hts. - Southcenter	New route between Rainier Beach and Southcenter via Allentown and McMicken Hts.	500-2000	800-1900	1000-1900	30	60			60	60
128	Admiral District - West Seattle Jct. - SSCC - White Center - Riverton Hts. - Southcenter	Extend to Admiral District at all times. Improve weekend frequency to 30-minutes.	500-2200	700-2200	700-2000	30	30	30		30	30
128 TB	Admiral District - West Seattle Jct. - White Center	Provide 30-minute Sunday evening service between Admiral District and White Center			2000-2200						
128 SH	Admiral District - West Seattle Jct.	Replace route 55 SH between Admiral District and West Seattle Jct.	2200-100	2200-100	2200-100				30		
130	Highline CC - Des Moines - Burien - Park Lake - South Park - Seattle CBD		1515-030	615-030	600-030			60	60	60	60
130 TB	Burien - Park Lake - South Park - Seattle CBD		545-1730			30	60				
132	Highline CC - Des Moines - Burien - Riverton Hts. - South Park - Seattle CBD		500-600; 1500-115	645-115	630-115			60	60	60	60
132 TB	Burien - Riverton Heights - South Park - Seattle CBD	Improve weekday midday and early evening (combined with 132) frequency to 30-	500-2030			30	30	30			

SEATTLE /NORTH KING COUNTY SUBAREA											
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		Shaded cells indicate improvements in span and/or frequency									
Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
		minutes.									
133	Burien - Ambaum Way - White Center - U. District		Peak			(3, 4)					
135	Shorewood - White Center - SSCC - Seattle CBD	Route to Shorewood to replace route 20. Improve Sunday daytime frequency to 30-minutes.	500-600; 830-1530; 1900-2200	800-2200	900-1900		30	30		30	30
135 TB	White Center - SSCC - Seattle CBD	Extend daily span one hour later.	600-830; 1530-1900; 2200-2330	600-800; 2200-2300	700-900; 1900-2300	15			60		
136		Route deleted and replaced by routes 23 (Highland Park) and 120 (Ambaum Way)									
137		Route deleted and replaced by routes 23 (Highland Park) and 130 (Park Lake)									
154		Route replaced by extended route 163.									
163	North Meridian Park - Valley Medical Center - Longacres - Boeing Industrial	Combine routes 154, 160 and 163 into single route with 6 trips connecting with Sounder at Longacres.	Peak			(6, 6)					
173		Route deleted due to low ridership.									
174	South SeaTac - Riverton Heights - Boeing Industrial - Seattle CBD	Split route in SeaTac.	500-100	600-100	600-100	15	30	30	30	30	30
174 OWL	Federal Way - Midway - SeaTac - Riverton Heights - Boeing Industrial - Seattle CBD		OWL	OWL	OWL						
242	North City – Northgate – I-5/NE65th - Overlake		Peak			(7,7)					
243	Jackson Park – Ravenna - Bellevue		Peak			(3,3)					
271	Issaquah - Eastgate - Bellevue CC - Bellevue - Medina - U. District	Improve to 30-minute frequency weekday evenings.	530-2215	630-2215	745-2215	30	30	30		30	60
271 TB	Eastgate - Bellevue CC - Bellevue - Medina - U. District	Extend trips to Eastgate P&R.	Peak			15					
272	Eastgate - Crossroads - U. District		545-915; 1030-1730			(6, 4)	(1, 5)				
277	Juanita - Kingsgate P&R - Houghton P&R - U. District		Peak			(6, 5)	(0, 1)				
301	Aurora Village - Shoreline P&R - Seattle CBD	Move terminal to Aurora Village TC.	Peak			(14, 14)					

SEATTLE /NORTH KING COUNTY SUBAREA											
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		Shaded cells indicate improvements in span and/or frequency									
Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
301 EX	Shoreline – Seattle CBD	Delete Richmond Beach loop.									
302	Aurora Village - Shoreline CC - Four Freedoms - NSCC - Seattle CBD	Expand span to 10:30 PM everyday. Improve to 30-minute frequency at all times.	500-2230	630-2230	630-2230	30	30	30		30	30
304	Richmond Beach - NE 145th St - Seattle CBD		Peak			(5, 5)					
306	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(5, 6)					
307		Delete route and replace with routes 41 and ST 522.									
308		Delete route and replace with revised route 315.									
312	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(13, 16)					
312 TEX	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(6, 4)					
314	Lake Forest Park - Shoreline - Shoreline CC		Peak			40					
315	Lake Forest Park - Ballinger Terrace - North City - Northgate	Route to Lake Forest Park. Expand span to 10:30 PM everyday. Improve to 30-min freq. at all times.	500-2230	630-2230	630-2230	30	30	30		30	30
317	Aurora Village - Meridian Ave N - Haller Lake - Northgate	Improve to 30-minute frequency Mon-Sat evenings and Sunday.	500-2330	630-2330	630-2330	30	30	30	60	30	30
341	Aurora Village - Ballinger Terrace - Lake Forest Park - Finn Hill - Totem Lake	Operate to Totem Lake instead of Bothell. Reduce Sunday span to 9 AM to 6 PM.	600-2100	700-2100	900-1800	30	60	60		60	60
342	Shoreline P&R - Ballinger Terrace - Kenmore - Bothell - Bellevue – Renton		Peak			(6, 6)					
355	Shoreline CC - Greenwood - Seattle CBD		Peak			(10, 10)					
358	Aurora Village - Aurora Ave North - Seattle CBD	Improve to 15-min frequency Mon-Sat until 9 PM and Sunday daytimes.	500-100	600-100	600-100	5-15	15	15-30	30	15	15
370	Aurora Village – Shoreline – U. District		Peak			(4, 5)					
372	Woodinville - North Creek - Bothell - Kenmore - Lake Forest Park - Lake City - U. District	Improve to all-day weekday service in both directions.	530-2100			30	30	60			

SEATTLE /NORTH KING COUNTY SUBAREA											
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		Shaded cells indicate improvements in span and/or frequency									
Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
372 TB	Kenmore - Lake Forest Park - Lake City - U. District		Peak			(3, 4)					
570	Seattle CBD - West Seattle - Fauntleroy - White Center - Burien - Sea-Tac Airport	Add evening and weekend service.	400-2200	700-2200	700-2200	30	30	60		60	60
522	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Downtown Seattle		500-100	600-100	600-100	30	30	30	60	30	30
555	Issaquah P&R - Eastgate P&R - Bellevue - Montlake - Northgate		Peak			30					
570	Seattle CBD - West Seattle - Fauntleroy - White Center - Burien - Sea-Tac Airport	Add evening and weekend service.	400-2200	700-2200	700-2200	30	30	60		60	60
943	Shoreline P&R - I-5/65th P&R - First Hill		Peak			(5, 5)					

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
EAST	EAST	200			Issaquah	Issaquah
EAST	EAST	201			Mercer Island	Mercer Island
EAST	EAST	202			Seattle CBD	Mercer Island
EAST	EAST	203			Mercer Island	Mercer Island
EAST	EAST	204			Mercer Island	Mercer Island
EAST	EAST	205		EX	U. District	Mercer Island
EAST	EAST	206			Bellevue	Newport Hills
EAST	EAST	207			Newcastle	Newport Hills
EAST	EAST	208			Newcastle	Newport Hills
EAST	EAST	209			Issaquah	North Bend
EAST	EAST	210			Seattle CBD	Issaquah
EAST	EAST	212			Seattle CBD	Eastgate
EAST	EAST	213			Mercer Island	Mercer Island
EAST	EAST	214			Seattle CBD	North Bend
EAST	EAST	214		AT	Seattle CBD	Issaquah
EAST	EAST	216			Seattle CBD	Sammamish
EAST	EAST	219			Factoria	Newcastle
EAST	EAST	220			Bellevue	Redmond P&R
EAST	EAST	222			Bellevue	Overlake
EAST	EAST	225			Seattle CBD	Overlake
EAST	EAST	229			Seattle CBD	Overlake
EAST	EAST	230	E		Bellevue	Redmond P&R
EAST	EAST	230	W		Bellevue	Kingsgate P&R
EAST	EAST	230	W	TB	Bellevue	Kirkland
EAST	EAST	232			Bellevue	Duvall
EAST	EAST	232		TB	Bellevue	Redmond
EAST	EAST	233			Overlake	Bellevue
EAST	EAST	234			Bellevue	Northshore P&R
EAST	EAST	236			Kirkland	Woodinville
EAST	EAST	237			Bellevue	Woodinville
EAST	EAST	238			Kirkland	Bothell
EAST	EAST	245			Factoria	Kirkland
EAST	EAST	247			Kent	Overlake P&R
EAST	EAST	249			Bellevue	Redmond P&R
EAST	EAST	250			Seattle CBD	Redmond P&R
EAST	EAST	251			Kirkland	North Creek
EAST	EAST	251		TB	Kirkland	Woodinville
EAST	EAST	252			Seattle CBD	Kingsgate P&R
EAST	EAST	253			Bellevue	Bear Creek P&R
EAST	EAST	253		TB	Bellevue	Redmond
EAST	EAST	254		SH	Kirkland	Redmond
EAST	EAST	255		TB	Seattle CBD	Kirkland
EAST	EAST	257			Seattle CBD	Kingsgate P&R
EAST	EAST	260			Seattle CBD	Juanita
EAST	EAST	261			Seattle CBD	Overlake P&R
EAST	EAST	265			Seattle CBD	Redmond P&R
EAST	EAST	266			Seattle CBD	Bear Creek P&R
EAST	EAST	268			Seattle CBD	E Lake Sammamish

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
EAST	EAST	269			Issaquah	E Lake Sammamish
EAST	EAST	271		TB	U. District	Bellevue TC
EAST	EAST	272			U. District	Eastgate P&R
EAST	EAST	277			U. District	Juanita
EAST	EAST	291		DART	Redmond	Redmond
EAST	EAST	306		EX	Seattle CBD	Kenmore
EAST	EAST	311			Seattle CBD	Woodinville P&R
EAST	EAST	312		EX	Seattle CBD	Woodinville
EAST	EAST	312		TEX	Seattle CBD	Kenmore
EAST	EAST	885			Bellevue	Bellevue
EAST	EAST	886			Bellevue	Clyde Hill
EAST	EAST	888			Bellevue	Eastgate
EAST	EAST	889			Bellevue	Bellevue
EAST	EAST	890			Bellevue	Eastgate
EAST	EAST	921			Bellevue	Eastgate P&R
EAST	EAST	922			Redmond	Carnation
EAST	EAST	925		DART	Factoria	Newcastle
EAST	EAST	926		DART	Eastgate	Crossroads
EAST	EAST	927		DART	Issaquah	E Lake Sammamish
EAST	EAST	929			Redmond	North Bend
EAST	EAST	942		EX	First Hill	Eastgate P&R
EAST	EAST	956		CUST	Private School	Mercer Island
EAST	EAST	967		CUST	Private School	South Bellevue P&R
EAST	EAST	986		CUST	Private School	Kirkland
EAST	EAST	989		CUST	Private School	Eastgate
EAST	EAST	998		CUST	Private School	Mercer Island P&R
EAST	EAST-SOUTH	240			Renton	Bellevue
EAST	EAST-WEST	255			Seattle CBD	Kingsgate
EAST	EAST-WEST	271			U. District	Issaquah P&R
EAST	EAST-WEST	341			Aurora Village	Bothell
EAST	EAST-WEST	341		SH	Aurora Village	Bothell
EAST	EAST-WEST	935		DART	Kenmore	Juanita
EAST	SOUTHWEST	280			Seattle CBD	Bellevue TC
EAST	WEST	256			Seattle CBD	Overlake P&R
EAST	WEST	342			Renton	Bothell
SOUTH	SOUTH	105			Renton	Renton Highlands
SOUTH	SOUTH	110			Renton	Renton
SOUTH	SOUTH	111			Seattle CBD	Renton
SOUTH	SOUTH	114			Seattle CBD	Renton
SOUTH	SOUTH	116		EX	Seattle CBD	Fauntleroy
SOUTH	SOUTH	118			Vashon	Vashon
SOUTH	SOUTH	118		EX	Seattle CBD	Vashon
SOUTH	SOUTH	118		TB	Vashon	Vashon
SOUTH	SOUTH	119		EX	Seattle CBD	Vashon
SOUTH	SOUTH	119		SH	Vashon	Vashon
SOUTH	SOUTH	124			Duwamish	Southcenter
SOUTH	SOUTH	133			U. District	Burien TC
SOUTH	SOUTH	135		TB	Seattle CBD	White Center
SOUTH	SOUTH	136		EX	Seattle CBD	Burien TC

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
SOUTH	SOUTH	139			Burien	Gregory Heights
SOUTH	SOUTH	140			Renton	Burien
SOUTH	SOUTH	143		EX	Seattle CBD	Black Diamond
SOUTH	SOUTH	148			Renton	Renton Highlands
SOUTH	SOUTH	149			Renton	Black Diamond
SOUTH	SOUTH	151			Auburn	Auburn
SOUTH	SOUTH	152			Seattle CBD	Enumclaw
SOUTH	SOUTH	152		TB	Seattle CBD	Auburn
SOUTH	SOUTH	153			Renton	Kent
SOUTH	SOUTH	154			Duwamish	Auburn
SOUTH	SOUTH	155			Southcenter	Fairwood
SOUTH	SOUTH	158			Seattle CBD	Lk Meridian/E Kent P&R
SOUTH	SOUTH	159			Seattle CBD	Kent P&R, TC
SOUTH	SOUTH	160			Seattle CBD	Kent
SOUTH	SOUTH	162			Seattle CBD	Kent
SOUTH	SOUTH	163			Seattle CBD	Kent
SOUTH	SOUTH	164			Auburn	Kent
SOUTH	SOUTH	166			Des Moines	Kent P&R, TC
SOUTH	SOUTH	167			U. District	Auburn P&R
SOUTH	SOUTH	168			Kent	Timberlane
SOUTH	SOUTH	169			Renton	Kent P&R, TC
SOUTH	SOUTH	170			Seattle CBD	McMicken Heights
SOUTH	SOUTH	173			Duwamish	Federal Way P&R, TC
SOUTH	SOUTH	175			Seattle CBD	Federal Way P&R, TC
SOUTH	SOUTH	176			Seattle CBD	Federal Way
SOUTH	SOUTH	177			Seattle CBD	Federal Way
SOUTH	SOUTH	178			Seattle CBD	Federal Way
SOUTH	SOUTH	179			Seattle CBD	Federal Way
SOUTH	SOUTH	181			Federal Way	Green River CC
SOUTH	SOUTH	183			Federal Way	Kent
SOUTH	SOUTH	185			Auburn	Auburn
SOUTH	SOUTH	186			Auburn	Auburn
SOUTH	SOUTH	187			Federal Way	Federal Way
SOUTH	SOUTH	188			Federal Way	Federal Way
SOUTH	SOUTH	190			Seattle CBD	Star Lake P&R
SOUTH	SOUTH	191			Seattle CBD	Star Lake P&R
SOUTH	SOUTH	192			Seattle CBD	Federal Way
SOUTH	SOUTH	196			Seattle CBD	Federal Way S P&R
SOUTH	SOUTH	197			U. District	Federal Way S P&R
SOUTH	SOUTH	901		DART	Federal Way	Dash Point
SOUTH	SOUTH	903		DART	Federal Way	South Campus
SOUTH	SOUTH	908		DART	Renton	Renton Highlands
SOUTH	SOUTH	909		DART	Renton	Renton
SOUTH	SOUTH	912			Enumclaw	Covington
SOUTH	SOUTH	914		DART	Kent	Kent
SOUTH	SOUTH	915			Auburn	Enumclaw
SOUTH	SOUTH	916		DART	Kent	Kent
SOUTH	SOUTH	917		DART	Auburn	Algona
SOUTH	SOUTH	941		EX	First Hill	Star Lake P&R

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
SOUTH	SOUTH	949		CUST	Boeing Everett	Federal Way S P&R
SOUTH	SOUTH	952		CUST	Boeing Everett	Auburn P&R
SOUTH	SOUTHWEST	101			Seattle CBD	Fairwood
SOUTH	SOUTHWEST	101		TB	Seattle CBD	Renton CBD
SOUTH	SOUTHWEST	106			Seattle CBD	Renton
SOUTH	SOUTHWEST	107			Rainier Beach	Renton
SOUTH	SOUTHWEST	130			Seattle CBD	Highline CC
SOUTH	SOUTHWEST	130		EX	Seattle CBD	Highline CC
SOUTH	SOUTHWEST	130		TB	Seattle CBD	Burien
SOUTH	SOUTHWEST	132			Seattle CBD	Highline CC
SOUTH	SOUTHWEST	132		EX	Seattle CBD	Highline CC
SOUTH	SOUTHWEST	132		TB	Seattle CBD	Burien
SOUTH	SOUTHWEST	135			Seattle CBD	Burien TC
SOUTH	SOUTHWEST	136			Seattle CBD	Burien
SOUTH	SOUTHWEST	150			Seattle CBD	Auburn
SOUTH	SOUTHWEST	150		TB	Seattle CBD	Kent
SOUTH	SOUTHWEST	174			Seattle CBD	Federal Way P&R,TC
SOUTH	SOUTHWEST	174		NT	Seattle CBD	Federal Way S P&R
SOUTH	SOUTHWEST	194			Seattle CBD	Federal Way S P&R
SOUTH	WEST	113			Seattle CBD	Shorewood
WEST	SOUTH	137		EX	Seattle CBD	Burien
WEST	SOUTHWEST	20			Seattle CBD	Shorewood
WEST	SOUTHWEST	20		TB	Seattle CBD	White Center
WEST	SOUTHWEST	128			Southcenter	Admiral District
WEST	SOUTHWEST	128		TB	Southcenter	West Seattle
WEST	SOUTHWEST	137			Seattle CBD	Burien
WEST	SOUTHWEST	137		TB	Seattle CBD	Burien
WEST	WEST	1			Seattle CBD	Kinnear
WEST	WEST	1		SH	Queen Anne	Kinnear
WEST	WEST	2 N			Seattle CBD	West Queen Anne
WEST	WEST	2 N		EX	Seattle CBD	West Queen Anne
WEST	WEST	2 S			Seattle CBD	Madrona
WEST	WEST	3 N			Seattle CBD	North Queen Anne
WEST	WEST	3 S			Seattle CBD	Madrona
WEST	WEST	3 S		TB	Seattle CBD	First Hill
WEST	WEST	4 N			Seattle CBD	East Queen Anne
WEST	WEST	4 N		NT	Seattle CBD	East Queen Anne
WEST	WEST	4 S			Seattle CBD	Judkins Park
WEST	WEST	5			Seattle CBD	Shoreline CC
WEST	WEST	5		ALT	Seattle CBD	Northgate TC
WEST	WEST	5		EX	Seattle CBD	Greenwood
WEST	WEST	7 N			Seattle CBD	U. District
WEST	WEST	7 N		SH	Capitol Hill	U. District
WEST	WEST	7 N		TB	Seattle CBD	Broadway
WEST	WEST	7 S			Seattle CBD	Rainier Beach
WEST	WEST	7 S		EX	Seattle CBD	Rainier Beach
WEST	WEST	7 S		NT	Seattle CBD	Rainier Beach
WEST	WEST	7 S		SH	International Dist.	Rainier Beach
WEST	WEST	7 S		SHTB	International Dist.	Rainier Beach

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
WEST	WEST	7	S	TB	Seattle CBD	Rainier Beach
WEST	WEST	8			Queen Anne	Mount Baker
WEST	WEST	8		TB	Queen Anne	Capitol Hill
WEST	WEST	9			U. District	Rainier Beach
WEST	WEST	10			Seattle CBD	Capitol Hill
WEST	WEST	10		SH	Capitol Hill	Capitol Hill
WEST	WEST	11			Seattle CBD	Madison Park
WEST	WEST	12			Seattle CBD	Interlaken Park
WEST	WEST	12		TB	Seattle CBD	First Hill
WEST	WEST	13			Seattle CBD	Seattle Pacific U.
WEST	WEST	14	N		Seattle CBD	Summit
WEST	WEST	14	S		Seattle CBD	Mount Baker
WEST	WEST	14	S	TB	Seattle CBD	IDS
WEST	WEST	15			Seattle CBD	Blue Ridge
WEST	WEST	15		EX	Seattle CBD	Blue Ridge
WEST	WEST	15		TB	Seattle CBD	Ballard
WEST	WEST	16			Seattle CBD	Northgate TC
WEST	WEST	16		EX	Seattle CBD	Northgate TC
WEST	WEST	17			Seattle CBD	Loyal Heights
WEST	WEST	17		EX	Seattle CBD	Loyal Heights
WEST	WEST	18			Seattle CBD	North Beach
WEST	WEST	18		EX	Seattle CBD	North Beach
WEST	WEST	18		TB	Seattle CBD	Crown Hill
WEST	WEST	19			Seattle CBD	West Magnolia
WEST	WEST	21			Seattle CBD	Arbor Heights
WEST	WEST	21		EX	Seattle CBD	Arbor Heights
WEST	WEST	22			Seattle CBD	White Center
WEST	WEST	24			Seattle CBD	Central Magnolia
WEST	WEST	25			Seattle CBD	Laurelhurst
WEST	WEST	26			Seattle CBD	East Green Lake
WEST	WEST	26		EX	Seattle CBD	East Green Lake
WEST	WEST	27			Seattle CBD	Colman Park
WEST	WEST	28			Seattle CBD	Broadview
WEST	WEST	28		EX	Seattle CBD	Broadview
WEST	WEST	28		SH	Fremont	Broadview
WEST	WEST	28		TB	Seattle CBD	Whittier Heights
WEST	WEST	31			U. District	Magnolia
WEST	WEST	32		EX	Seattle CBD	Rainier Beach
WEST	WEST	33			Seattle CBD	Discovery Park
WEST	WEST	33		TB	Seattle CBD	Discovery Park
WEST	WEST	35			Duwamish	Seattle CBD
WEST	WEST	36			Seattle CBD	Rainier Beach
WEST	WEST	36		SH	Beacon Hill	Rainier Beach
WEST	WEST	36		TB	Seattle CBD	Beacon Hill
WEST	WEST	37			Seattle CBD	Admiral District
WEST	WEST	37		EX	Seattle CBD	Admiral District
WEST	WEST	38			Mount Baker	Beacon Hill
WEST	WEST	39			Seattle CBD	Southcenter
WEST	WEST	39		EX	Seattle CBD	Rainier Beach

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
WEST	WEST	39		SH	Beacon Hill	Southcenter
WEST	WEST	39		TB	Seattle CBD	Rainier Beach
WEST	WEST	41			Seattle CBD	Northgate
WEST	WEST	42			Seattle CBD	Rainier View
WEST	WEST	42		EX	Seattle CBD	Rainier View
WEST	WEST	42		NT	Seattle CBD	Rainier View
WEST	WEST	42		TB	Seattle CBD	Rainier Beach
WEST	WEST	43			Seattle CBD	U. District
WEST	WEST	43		SH	U. District	Capitol Hill
WEST	WEST	44			U. District	Ballard
WEST	WEST	45		EX	U. District	Queen Anne
WEST	WEST	46			U. District	Shilshole
WEST	WEST	48 N			U. District	Loyal Heights
WEST	WEST	48 N		EX	U. District	Loyal Heights
WEST	WEST	48 N		TB	U. District	Ravenna
WEST	WEST	48 S			U. District	Rainier Beach
WEST	WEST	48 S		ALT	U. District	Columbia City
WEST	WEST	48 S		TB	U. District	Mount Baker
WEST	WEST	51			West Seattle	West Seattle
WEST	WEST	53			West Seattle	Admiral District
WEST	WEST	54			Seattle CBD	Fauntleroy
WEST	WEST	54		EX	Seattle CBD	Fauntleroy
WEST	WEST	55			Seattle CBD	Admiral District
WEST	WEST	55		SH	West Seattle	Admiral District
WEST	WEST	56			Seattle CBD	Alki
WEST	WEST	56		EX	Seattle CBD	Alki
WEST	WEST	57			Seattle CBD	W. Seattle Junction
WEST	WEST	60			Capitol Hill	White Center
WEST	WEST	60		TB	Capitol Hill	Georgetown
WEST	WEST	64		EX	Seattle CBD	Lake City
WEST	WEST	65			U. District	Lake City
WEST	WEST	66		EX	Seattle CBD	Northgate
WEST	WEST	67			U. District	North Seattle
WEST	WEST	68			U. District	Northgate TC
WEST	WEST	70			Seattle CBD	U. District
WEST	WEST	71			Seattle CBD	Wedgwood
WEST	WEST	71		EX	Seattle CBD	Wedgwood
WEST	WEST	72			Seattle CBD	Lake City
WEST	WEST	72		EX	Seattle CBD	Lake City
WEST	WEST	73			Seattle CBD	Jackson Park
WEST	WEST	73		EX	Seattle CBD	Jackson Park
WEST	WEST	73		TEX	Seattle CBD	Roosevelt
WEST	WEST	74			Seattle Center	Sand Point
WEST	WEST	74		EX	Seattle CBD	Sand Point
WEST	WEST	74		SH	U. District	Sand Point
WEST	WEST	74		SHTB	U. District	Sand Point
WEST	WEST	74		TB	Seattle Center	Sand Point
WEST	WEST	75			U. District	Northgate
WEST	WEST	75		TB	U. District	Lake City

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
WEST	WEST	76			Seattle CBD	Wedgwood
WEST	WEST	77			Seattle CBD	Jackson Park
WEST	WEST	78			U. District	Jackson Park
WEST	WEST	79		EX	Seattle CBD	Lake City
WEST	WEST	81			Seattle CBD	Ballard
WEST	WEST	82			Seattle CBD	East Green Lake
WEST	WEST	83			Seattle CBD	U. District
WEST	WEST	84			Seattle CBD	Madison Park
WEST	WEST	85			Seattle CBD	West Seattle
WEST	WEST	97		EX	Belltown	Seattle CBD
WEST	WEST	99			Seattle CBD	International Dist.
WEST	WEST	217			Eastgate	Seattle CBD
WEST	WEST	242			Overlake	North Seattle
WEST	WEST	243			Bellevue	Jackson Park
WEST	WEST	301			Seattle CBD	Shoreline
WEST	WEST	301		EX	Seattle CBD	Shoreline
WEST	WEST	302			Northgate	Shoreline
WEST	WEST	304			Seattle CBD	Shoreline
WEST	WEST	308		EX	Seattle CBD	Aurora Village TC
WEST	WEST	314			Shoreline	Lake Forest Park
WEST	WEST	315			Northgate	Richmond Beach
WEST	WEST	317			Seattle CBD	Edmonds
WEST	WEST	317		SH	Northgate	Edmonds
WEST	WEST	317		SHTB	Northgate	Aurora Village TC
WEST	WEST	355		EX	Seattle CBD	Shoreline CC
WEST	WEST	358		EX	Seattle CBD	Aurora Village
WEST	WEST	370			U. District	Aurora Village TC
WEST	WEST	372		EX	U. District	Woodinville P&R
WEST	WEST	372		TEX	U. District	Northshore P&R
WEST	WEST	377		ALT	Seattle CBD	Lynnwood
WEST	WEST	377		SHAL	Northgate	Lynnwood
WEST	WEST	600		EX	Tukwila	Seattle CBD
WEST	WEST	650			Public School	North Seattle
WEST	WEST	661			Seattle CBD	North Seattle
WEST	WEST	773			West Seattle	West Seattle
WEST	WEST	943		EX	First Hill	Shoreline P&R
WEST	WEST	951		CUST	Boeing Everett	North Seattle
WEST	WEST	955		CUST	Private School	Mount Baker
WEST	WEST	976		CUST	Private School	Magnolia
WEST	WEST	983		CUST	Private School	Seward Park
WEST	WEST	984		CUST	Private School	Wedgwood
WEST	WEST	987		CUST	Private School	Rainier Beach
WEST	WEST	988		CUST	Private School	Mount Baker
WEST	WEST	994		CUST	Private School	Queen Anne
WEST	WEST	995		CUST	Private School	Laurelhurst
WEST	WEST	997		CUST	Private School	Madison Park

Table A-1. King County Metro's Mobility Products and Services Six Year Plan Activities		
Services	Description	Six Year Plan Activities
Area FlexPass	Simplified form of FlexPass. Uses average pricing to offer FlexPass at a flat rate to all employers in an area. Home Free Guarantee, vanpool fare payment, and carpool subsidies also included in flat-rate package.	<ul style="list-style-type: none"> Promote new implementation areas, established in 2002. Seek countywide application by 2004. Expand sales agent relationships in partnership with local jurisdictions, economic development organizations, and property managers.
Business Use of Vans	<p>Use commuter vans for business-related trips during the day.</p> <p>Reduce the need for taking a single-occupant vehicle to work for business meetings, training classes, etc.</p>	<ul style="list-style-type: none"> Develop new business use models to address employer and employee midday travel needs. Test alternative partnership and funding arrangements.
Commuter Bonus	Vouchers redeemable at Puget Sound area transit agencies toward transit, ferry or vanpool fares. Employers purchase from Metro as an easy-to-administer single incentive tool covering multiple transit systems.	<ul style="list-style-type: none"> Increase employer participation in program. Expand successful subsidy matching partnerships with local jurisdictions.
Commuter Bonus Plus	Vouchers purchased by employers to reward employees' bicycling, walking and telecommuting. Redeemable at selected service stations, AAA, a recreational co-op and YMCA.	<ul style="list-style-type: none"> Increase employer participation in program. Expand successful subsidy matching partnerships with local jurisdictions.
Custom Bus	Customized commuter express transit service. 80 to 100 per cent cost recovery requirement. Able to travel outside of King County.	<ul style="list-style-type: none"> Re-design current service from King County to Everett. Test corridor service focus concept with connections from corridor to work sites via fixed route transit, VanShare and carpools. Continue to implement school transportation services.
Flexcar A car-sharing program offered with Mobility, Inc.	Membership-based access to a fleet of cars by reservation. Replaces need for a car or second car for those who drive only occasionally. Members pay per mile and per hour but avoid costs and inconveniences of car ownership. Primary market is households, also open to businesses for employee use.	<ul style="list-style-type: none"> Continue expansion of program to suburban cities and employment centers. Explore ways to package Flexcar with other King County mobility products or services.
FlexPass (also U-PASS, GO PASS)	A comprehensive, specially priced package of commute benefits for all employees or students at a site. A single pass gives users unlimited transit access, plus other benefits selected by employer such as emergency rides home; financial rewards for vanpool, carpool, bike, walk. May include joint funding of additional transit service.	<ul style="list-style-type: none"> Increase participation in program by major employers and institutions with special transportation needs. Transition smaller employers who currently participate in FlexPass to Area FlexPass.
Home Free Guarantee	Free taxi rides for alternative mode users for midday emergencies or unplanned overtime. Employers purchase at a low annual cost like an insurance program for all employees. Also known as "emergency ride home" or "guaranteed ride home."	<ul style="list-style-type: none"> Increase employer participation in program. Explore new applications of product such as entire office buildings or office parks.

**Table A-1. King County Metro's Mobility Products and Services
Six Year Plan Activities**

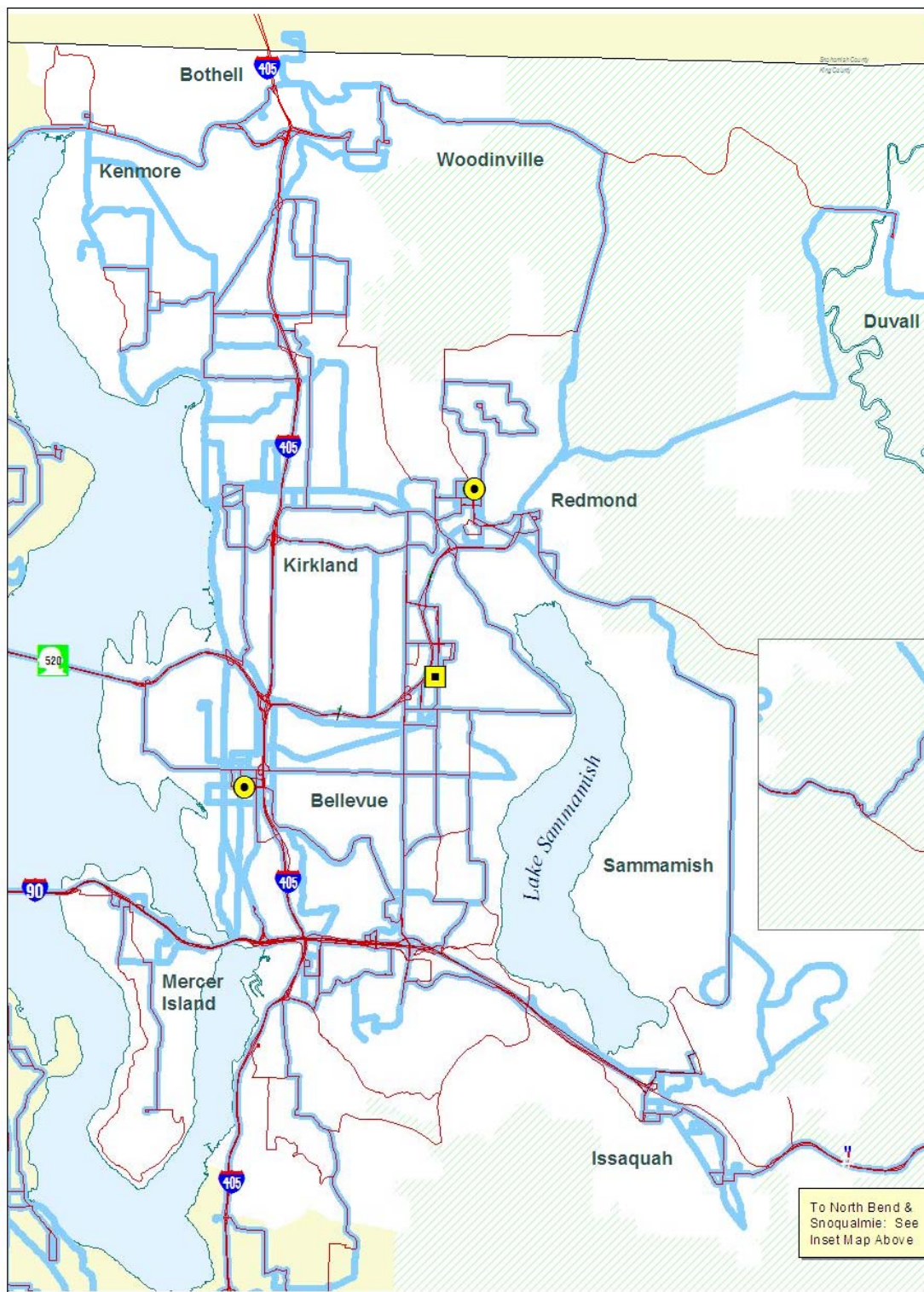
<i>JobSeeker Transportation Program</i>	Partnerships with social service agencies provide transportation to jobs; job- training and associated child care for welfare-to-work clients.	<ul style="list-style-type: none"> • Provide training for social service agency case managers. • Establish financial incentive partnerships with social service agencies. • Establish Vanshare and other van-based programs in partnership with employers.
<i>PugetPass (Employer Consignment, Pre-Pay)</i>	Retail transit passes honored on King County Metro, Sound Transit, Community Transit, Everett Transit, and Pierce Transit.	<ul style="list-style-type: none"> • Increase employer participation in subsidy programs. • Explore ways to integrate PugetPass subsidy programs into the Commute Partnership funding model.
<i>Regional Ridematch System</i>	Self-serve Internet ridematching Regional partners: Community Transit, Pierce Transit, Intercity Transit, Island Transit, Whatcom Transit and Kitsap Transit.	<ul style="list-style-type: none"> ▪ Enhance functionality and usability of RideshareOnline.com. ▪ Deploy new application features that give partners access to data for rider recruitment, incentive offers and reporting. ▪ Introduce event and community matching services through RideshareOnline.com to promote matching and ridesharing on an ad-hoc and semi-routine basis.
<i>Rideshare Plus</i>	Customized promotion and employee matching service for forming carpools and vanpools. Includes analysis of employee origins and ridesharing potential. Uses partnership with employers and jurisdictions for the delivery of ridesharing service information to employees.	<ul style="list-style-type: none"> ▪ Expand network of Rideshare Plus Services throughout the region. ▪ Provide construction mitigation with aggressive employer outreach and rideshare service implementation. ▪ Test the delivery of ridesharing services to residential areas and neighborhoods. ▪ Test the use of Rideshare Plus for the purpose of promoting all King County Metro ridesharing services, e.g. in addition to carpool and vanpool formation, use the service for Custom Bus and VanShare rider recruitment as well. ▪ Design and test carpool management services.

**Table A-1. King County Metro's Mobility Products and Services
Six Year Plan Activities**

<i>Vanpool</i>	<ul style="list-style-type: none"> Groups of 5 to 15 commuters sharing the ride to work on a regular basis. Rider fares cover capital, operating and a portion of administrative costs. Employers often subsidize a portion of their employee's vanpool fare. 	<ul style="list-style-type: none"> Address regional vanpool fare equalization and or standardization issues and recommend approaches for action and implementation. Develop programs and incentives that attract vanpool drivers. Develop retention and reward programs for vanpool customers, such as affinity services. Increase number of vanpool groups by 750 over the six-year period.
<i>VanShare</i>	Provide vans to groups at rail stations, ferry terminals and park and ride lots in order for them to make other connections and or commute to the work site.	<ul style="list-style-type: none"> Expand VanShare program as new Sound Transit rail stations come on line, in partnership with the Ferry system and Kitsap Transit and the City of Seattle. Attract more riders to rail, fixed route and custom bus services. Use VanShare to mitigate construction impacts at park and ride lots and to bring commuters to the park and ride lot in fewer vehicles. Complete integration of FlexCar offerings with VanShare program
<i>Community Partnership Program – Vans for agencies serving paratransit-eligible persons</i>	<ul style="list-style-type: none"> AddVANTage Program: provide free leased accessible vans and maintenance to non-profit agencies. AddVANTage Plus Program: same as above, plus van driver training (up to 4 per year) and operating dollars for fuel and insurance (up to \$7,000 over 12 months). Proviso Vans: Provides administrative support for King County Council program which gives up to 2 free retired VanPool vehicles per council district each year if they available; Councilmember decides which non-profit agencies receive vehicles. Accessible Workday VanPools: provide qualifying agencies or individuals free VanPool vans 	<ul style="list-style-type: none"> Add new agencies and additional operating funds and award additional vehicles. Provide service more tailored to individual needs while reducing demand for paratransit service. Establish VanPool demonstration project.
<i>Community Partnership Program – Volunteer Services</i>	<ul style="list-style-type: none"> Operating dollars provided for administrative staff, fuel or insurance (up to \$8,000 over a 12 month period) 	<ul style="list-style-type: none"> Add additional agencies Provide service more tailored to individual needs while reducing demand for paratransit service.
<i>Community Partnership Program – Accessibility to Services for the General Public</i>	<ul style="list-style-type: none"> Accessible Taxi Demonstration Project: provide accessible vehicles to taxi agencies chosen by City of Seattle/King County/Port of Seattle partnership. Ridematching services for ADA Paratransit Program registrants: provide subsidized VanPool service to individuals with an Access Pass; assist with organizing new vanpools. 	<ul style="list-style-type: none"> Establish demonstration projects; continue projects if successful

APPENDIX B

Sample Network Maps



Sample Network: East Subarea



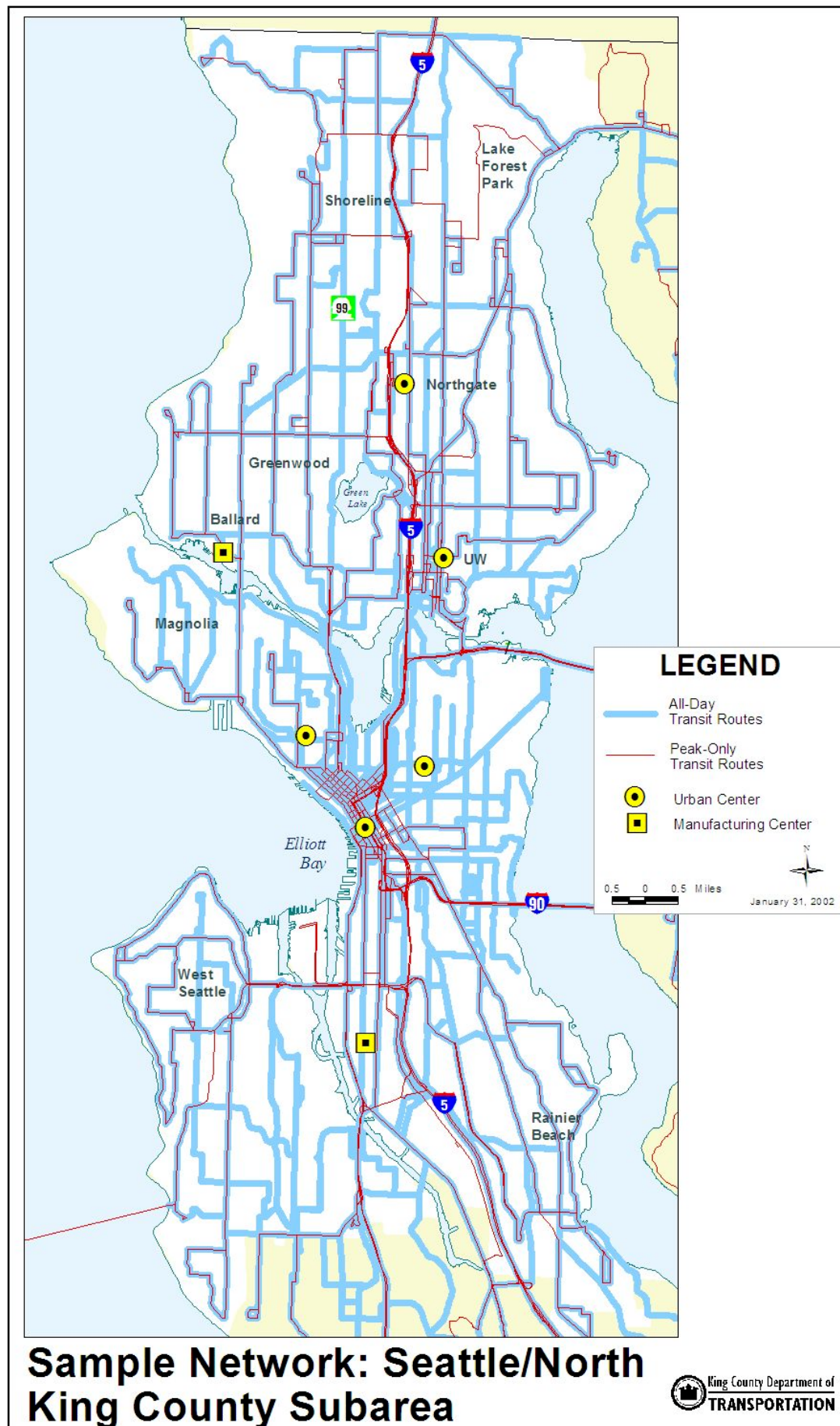
LEGEND

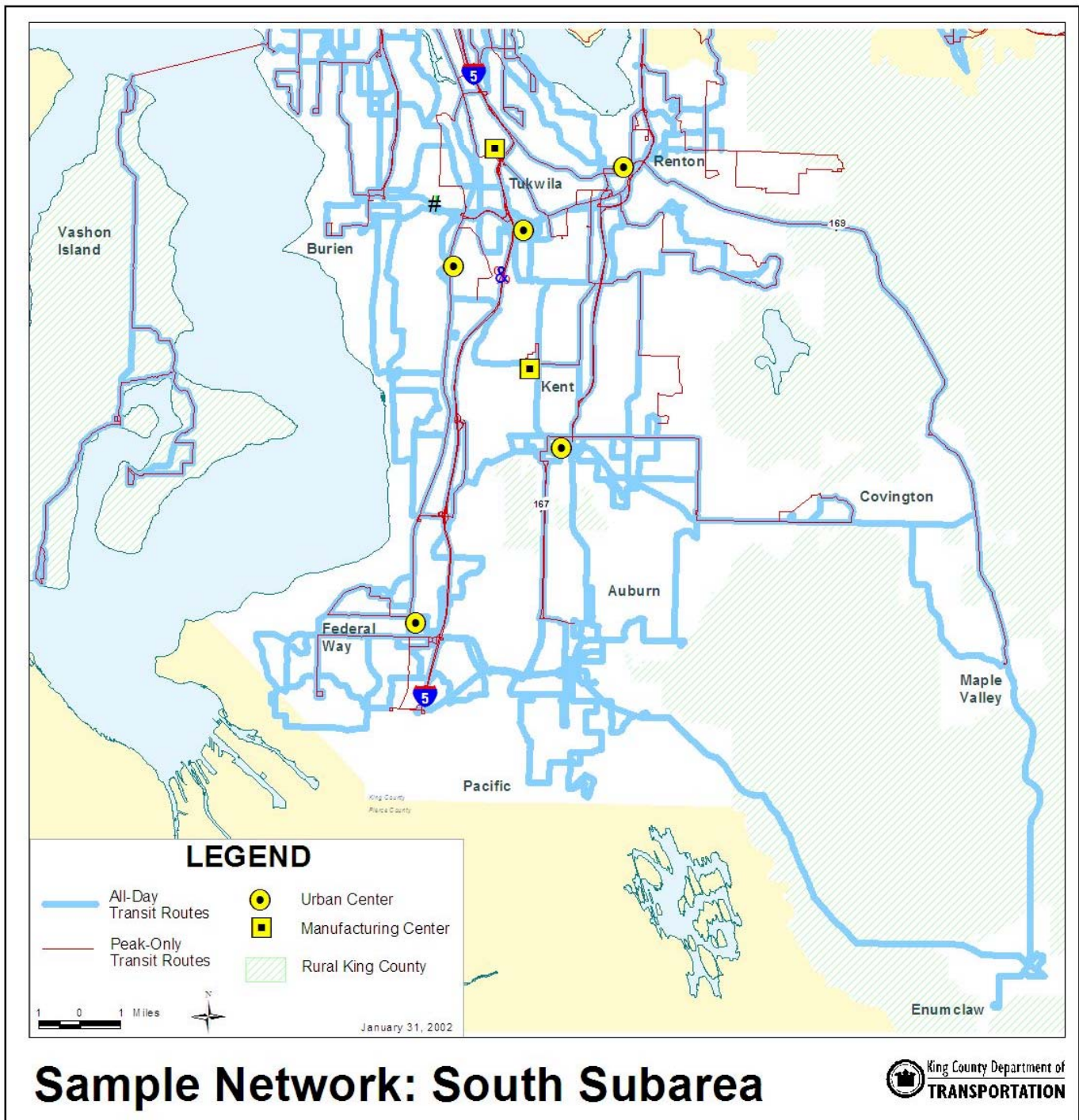
- All-Day Transit Routes
- - - Peak-Only Transit Routes
- Urban Center
- Manufacturing Center
- Rural King County

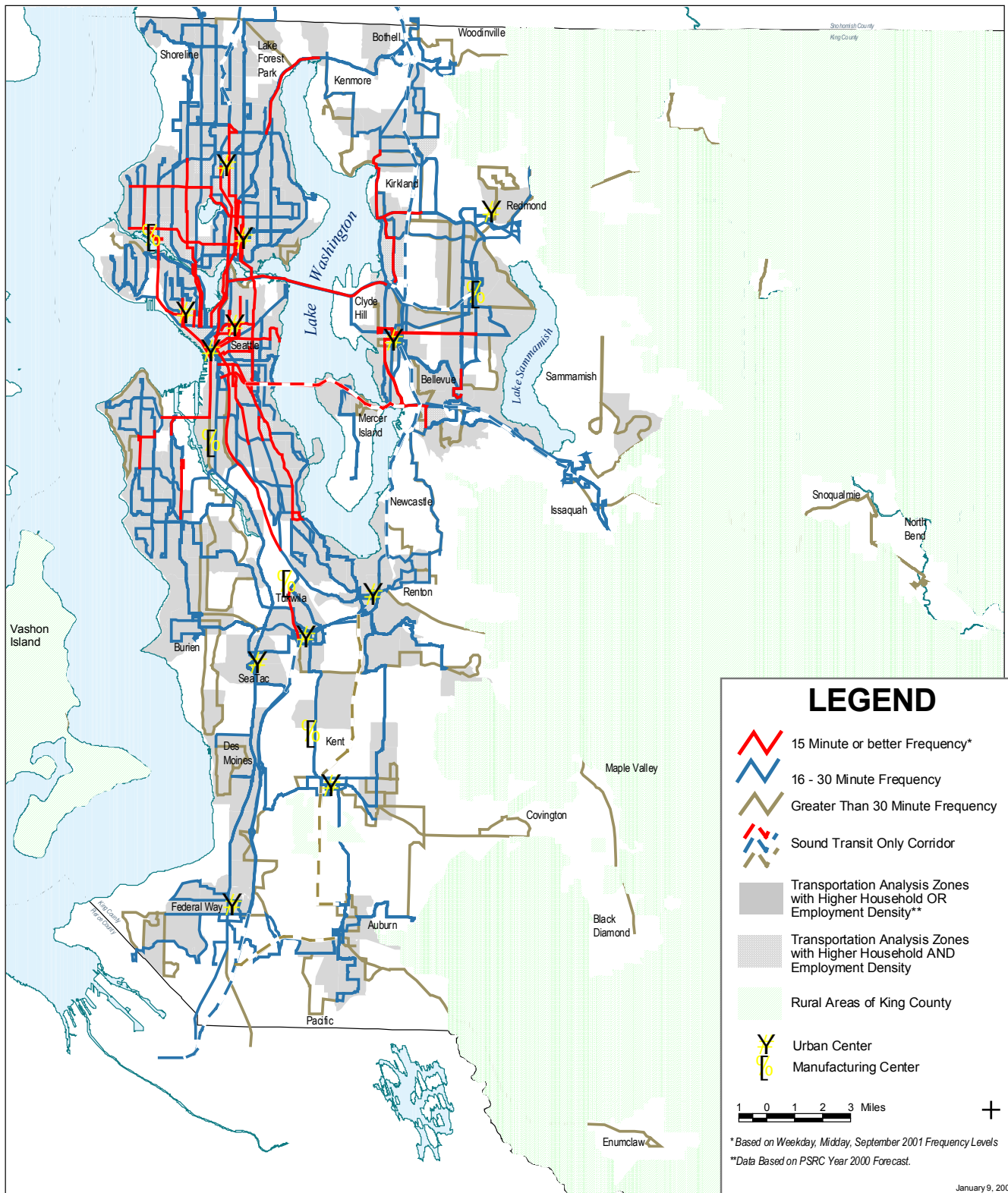
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January 31, 2002



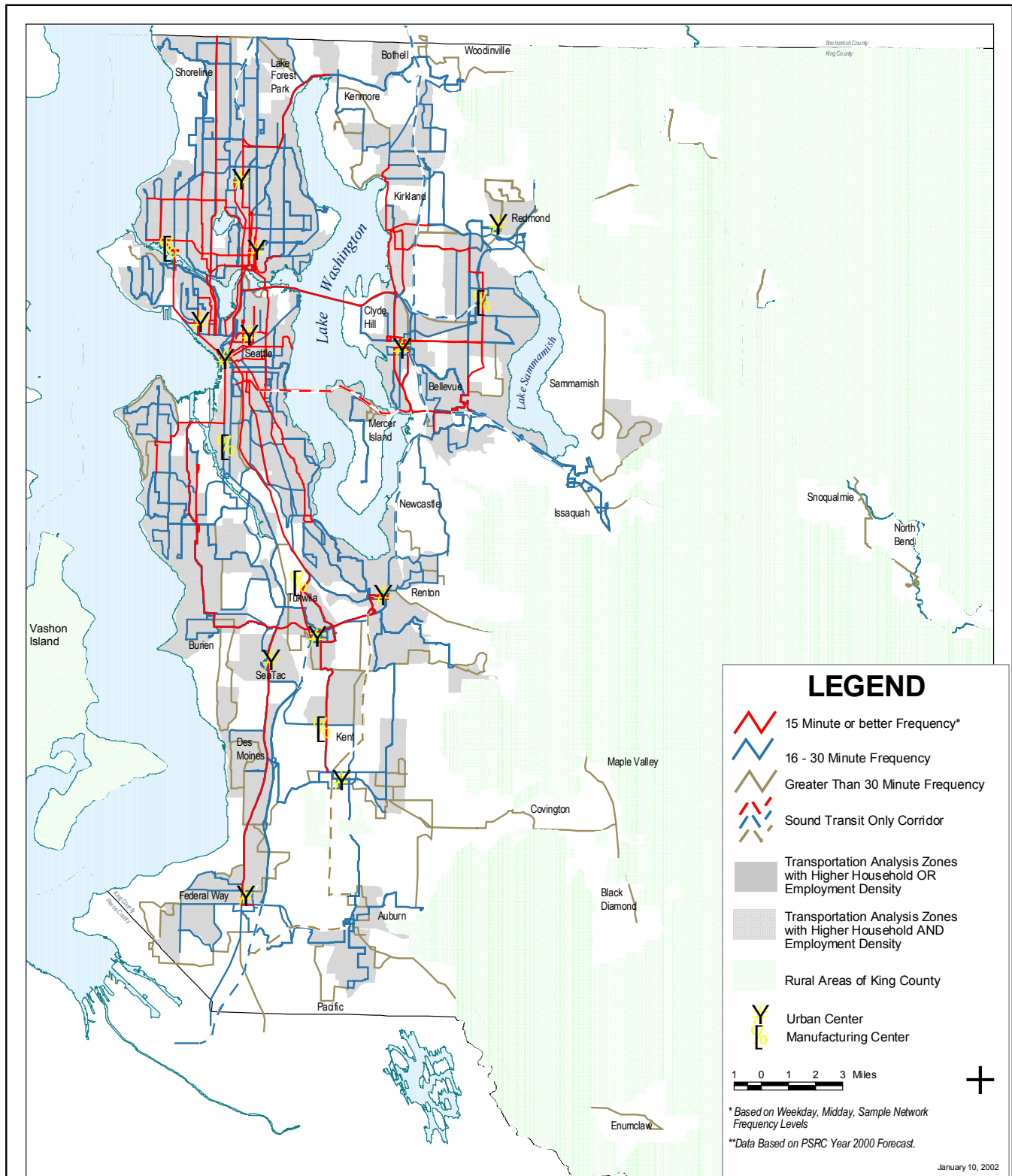




Fall 2001 Midday Transit Service Frequency



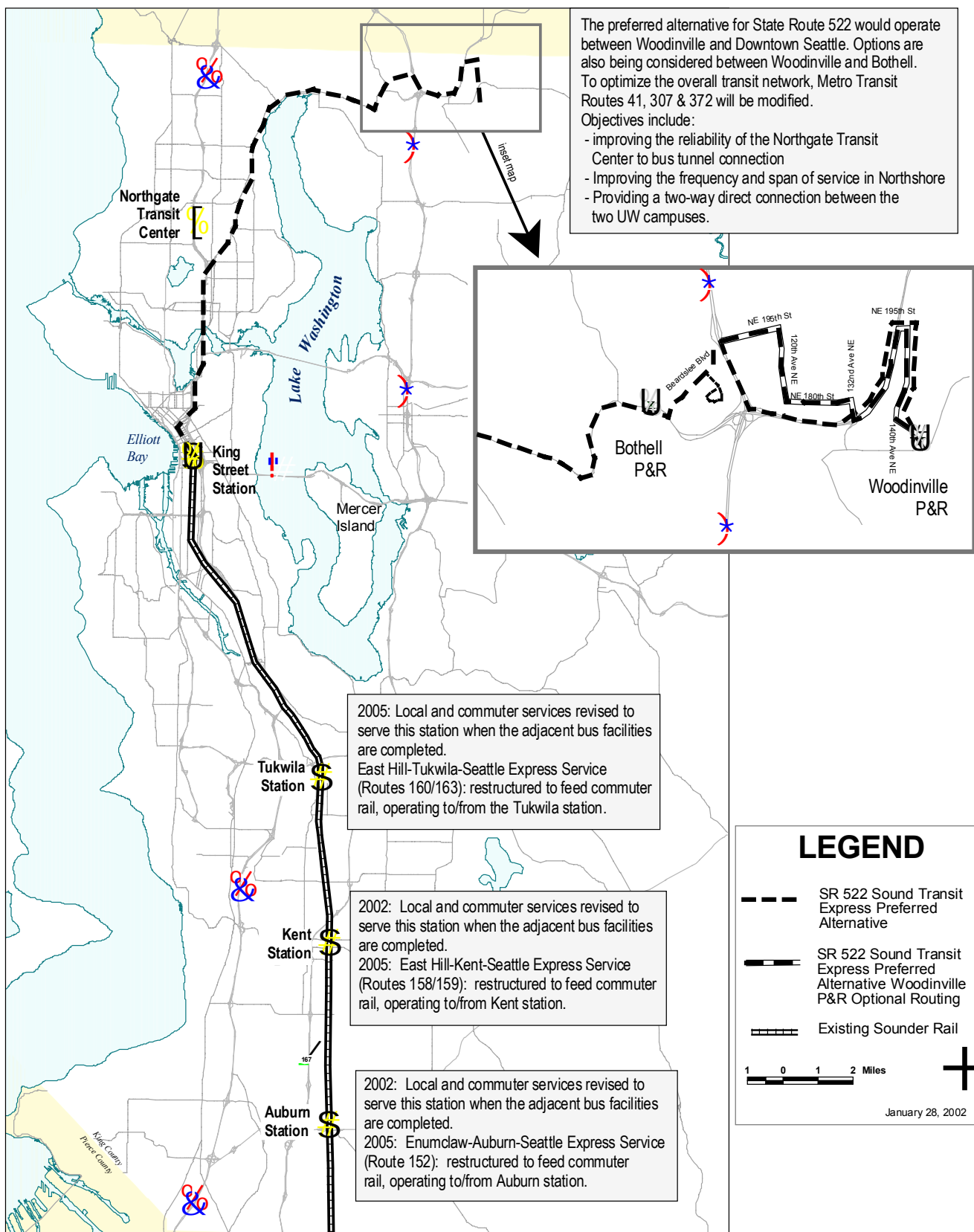
King County Department of
TRANSPORTATION



Sample Network Midday Transit Service Frequency



King County Department of
TRANSPORTATION



SOUND TRANSIT: SR 522 Preferred Alternatives & Sounder Service



APPENDIX C

Service Evaluation



King County
Metro Transit Division
201 South Jackson Street
MS KSC-TR-0422
Seattle, WA 98104-3856

Memorandum

January 15, 2002

TO: Interested parties

FM: Victor Obeso, Transit Planner
Service Implementation

RE: 2000 Route Performance Report

Attached is a copy of the final report of 2000 route performance. This assessment of service performance is based upon the 1997 Route Performance Guidelines developed as part of the implementation of the current Six-Year Transit Development Plan.

The performance guidelines establish that riders per revenue hour and fare revenue to operating expense ratio (FR/OE) are the criteria by which poorly performing service will be assessed; and that only riders per revenue hour will be used to determine strong performing services.

Key Information About this Report:

- Time periods have been adjusted for 2000 to reflect a longer commute period and the increasingly broad span of peak-period service levels that now exist. The “peak” category now includes an added hour from 5 a.m. to 6 a.m. and from 6 p.m. to 7 p.m.
- Route variants representing less than one daily hour of service during a given time period have been integrated into other variants of the same route during the same time period in this report.
- This report and the performance thresholds included herein are based on Fall 2000 annualized ridership, cost and revenue information.
- “Route” as used in this report classifies routes by subarea, time of day, part of route and type of route. Delineating by “part” (north, south, etc.) and “type” (shuttle, turnback, etc.) results in several variants of some routes within the same time period. Due to operational characteristics of the different route variants, there sometimes are considerable differences in the performance of different route variants during the same time period.
- The size of the service investment in the individual route variants listed varies widely, ranging from 366 to more than 22,000 annual service hours.

Should you have any questions about this report, please call me at 263-3109.

Route Performance Summary

Subarea	Time period	Rides/Rev. Hr.	FR/OE	Rides
EAST	Peak	30.8	19.8%	5,420,567
	Midday	25.2	11.3%	2,566,589
	Night	19.5	7.5%	584,351
SOUTH	Peak	41.3	24.9%	9,372,383
	Midday	40.4	19.6%	6,501,511
	Night	27.7	11.9%	1,944,341
WEST (Seattle/North)	Peak	59.5	34.2%	30,050,355
	Midday	53.8	25.8%	28,184,583
	Night	35.1	14.8%	7,336,723
SYSTEM Total		45.9	24.0%	91,961,403

Evaluation Thresholds

Subarea	Time period	Performance Thresholds	Rides/Rev. Hr.	FR/OE
EAST	Peak			
		Strong Minimum	44.4 17.1	10.0%
	Midday	Strong Minimum	34.8 15.2	6.3%
		Strong Minimum	31.2 8.2	2.7%
	Night	Strong Minimum	31.2 8.2	2.7%
		Strong Minimum	31.2 8.2	2.7%
SOUTH	Peak			
		Strong Minimum	53.9 28.4	15.8%
	Midday	Strong Minimum	54.1 27.2	12.0%
		Strong Minimum	54.1 27.2	12.0%
	Night	Strong Minimum	35.9 20.3	7.7%
		Strong Minimum	35.9 20.3	7.7%
WEST (Seattle/North)	Peak			
		Strong Minimum	78.4 40.3	20.7%
	Midday	Strong Minimum	72.7 35.7	15.9%
		Strong Minimum	72.7 35.7	15.9%
	Night	Strong Minimum	47.9 23.4	9.3%
		Strong Minimum	47.9 23.4	9.3%

*Based on annualized Fall 2000 passenger boardings on regular service routes.
Excludes paratransit, special service, and the downtown Seattle Ride-Free Area.

EAST SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
PEAK						
				<i>Strong Performance Threshold</i>	44.35	
	212		EX	Eastgate P&R	76.79	40.44%
	306		EX	Kenmore	62.49	48.93%
	214		TEX	Issaquah	60.15	32.27%
	312		EX	Woodinville	56.22	29.81%
	253			Bear Creek P&R	54.97	44.54%
	230	E		Redmond P&R	45.37	29.11%
	255			Kingsgate	42.22	36.31%
	258			Kirkland	41.47	26.47%
	271			Issaquah P&R	37.52	17.57%
	252			Kingsgate P&R	36.40	21.30%
	215			Issaquah	35.08	11.29%
	229		EX	Overlake	34.58	30.41%
	268			E Lake Sammamish	34.20	20.68%
	203			Mercer Island	32.97	16.19%
	257			Kingsgate P&R	32.92	20.63%
	214		EX	North Bend	31.57	19.78%
	230	W		Kingsgate P&R	31.20	21.30%
	266			Bear Creek P&R	29.87	18.62%
	215		TB	Issaquah	29.70	15.75%
	225		EX	Overlake	29.32	27.69%
	272			Eastgate P&R	28.72	10.19%
	261			Overlake P&R	27.83	18.53%
	237			Woodinville	27.78	9.78%
	256			Overlake P&R	27.47	20.22%
	311			Woodinville P&R	27.45	16.06%
	240			Bellevue	26.92	16.72%
	342			Bothell	26.89	10.83%
	271		TB	Bellevue TC	26.71	11.13%
	942		EX	Eastgate P&R	26.18	16.04%
	251		EX	Woodinville	25.93	18.08%
	210			Issaquah	25.86	17.75%
	259			Kirkland	25.14	13.85%
	232			Redmond P&R	24.32	10.28%
	251		TB	Redmond	23.50	17.41%
	205		EX	Mercer Island	23.45	9.77%
	255		TB	Kirkland	23.13	14.37%
	202			Mercer Island	23.09	15.21%
	277			Juanita	23.02	6.99%
	249			Redmond P&R	22.93	10.64%
	262			Kingsgate P&R	22.53	14.77%
	204			Mercer Island	22.26	12.29%
	234			Northshore P&R	22.14	15.83%
	222			Overlake	21.35	15.99%
	231			Totem Lake	20.40	11.76%
	251			Woodinville	20.24	17.59%
	233			Bellevue	19.51	8.30%
	250			Redmond P&R	18.75	12.27%
	931			Woodinville P&R	18.70	14.17%
	260			Northshore P&R	16.12	10.62%
	921			Eastgate P&R	15.74	11.35%
	254		SH	Redmond	15.27	10.97%

EAST SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	341			Bothell	13.79	6.28%
	920			Kingsgate P&R	13.05	10.12%
	209			North Bend	12.20	6.72%
	269			E Lake Sammamish	8.01	5.17%
	201			Mercer Island	6.85	6.64%
	929			North Bend	0.40	0.27%
				<i>Minimum Performance Threshold</i>	17.05	9.96%
				east peak totals	30.70	19.57%
MIDDAY						
				<i>Strong Performance Threshold</i>	34.82	
	312		EX	Woodinville	61.01	46.95%
	231			Totem Lake	51.14	27.49%
	253			Bear Creek P&R	47.30	21.91%
	266			Bear Creek P&R	45.25	13.61%
	230	E		Redmond P&R	43.51	18.32%
	215		TB	Issaquah	30.98	11.13%
	277			Juanita	30.97	8.11%
	230	W		Kingsgate P&R	30.07	13.63%
	255			Kingsgate	28.66	14.43%
	255		TB	Kirkland	27.53	11.56%
	271			Issaquah P&R	27.06	10.44%
	240			Bellevue	25.56	11.34%
	272			Eastgate P&R	23.57	7.25%
	251		TB	Redmond	23.56	10.48%
	215			Issaquah	23.28	8.16%
	222			Overlake	18.50	8.87%
	203			Mercer Island	18.38	12.60%
	250			Redmond P&R	18.30	12.18%
	931			Woodinville P&R	17.99	9.96%
	234			Northshore P&R	17.82	9.78%
	249			Redmond P&R	17.54	7.88%
	213			Mercer Island	17.26	21.48%
	251			Woodinville	16.75	8.41%
	341		SH	Bothell	16.59	7.08%
	921			Eastgate P&R	15.84	8.23%
	341			Bothell	15.71	5.64%
	205		EX	Mercer Island	13.13	6.20%
	920			Kingsgate P&R	12.37	6.09%
	204			Mercer Island	11.96	6.99%
	254		SH	Redmond	11.15	4.38%
	209			North Bend	10.94	4.75%
	929			North Bend	2.61	1.24%
				<i>Minimum Performance Threshold</i>	15.19	6.32%
				east midday totals	25.00	11.20%
NIGHT						
				<i>Strong Performance Threshold</i>	31.16	
	253			Bear Creek P&R	45.16	19.72%
	230	E		Redmond P&R	42.11	17.32%
	253		TB	Redmond	40.80	16.59%
	271			Issaquah P&R	23.95	8.32%

EAST SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	230	W		Kingsgate P&R	21.77	8.22%
	215			Issaquah	21.46	6.68%
	240			Bellevue	17.33	6.99%
	229		EX	Overlake	17.00	12.06%
	280			Bellevue TC	16.22	6.61%
	222			Overlake	13.59	6.00%
	255			Kingsgate	13.07	6.01%
	251		TB	Redmond	13.03	5.58%
	255		TB	Kirkland	12.49	5.06%
	341		SH	Bothell	11.09	3.93%
	251			Woodinville	10.78	4.48%
	209			North Bend	10.30	3.28%
	254		SH	Redmond	9.02	2.95%
	341			Bothell	8.79	2.88%
	271		TB	Bellevue TC	8.75	2.31%
	269			E Lake Sammamish	5.56	2.05%
				<i>Minimum Performance Threshold</i>	8.19	2.72%
				east night totals		
CUSTOM BUS ROUTES (cost supported by private business)						
Peak	965		CUST	Overlake	15.45	16.44%
DIAL-A-RIDE ROUTES (custom, flexible routing)						
Peak	291		DART	Redmond	8.35	3.09%
Peak	922		DART	Carnation	6.08	11.06%
Night	923		DART	Crossroads	18.41	12.55%
Midday	923		DART	Crossroads	19.46	13.32%
Peak	923		DART	Crossroads	24.27	25.87%
Midday	925		DART	Newcastle	1.54	1.83%
Midday	927		DART	E Lake Sammamish	4.81	4.01%
Peak	927		DART	E Lake Sammamish	6.23	8.92%
Night	935		DART	Juanita	4.59	3.13%
Midday	935		DART	Juanita	5.14	2.72%
Peak	935		DART	Juanita	5.75	6.43%
PARTNERSHIP SUPPORTED ROUTES (cost shared with another entity)						
Midday	200			Issaquah	17.52	8.74%
Peak	200			Issaquah	15.99	9.79%
Peak	291		DART	Redmond	8.35	3.09%
SCHOOL ROUTES (cost usually shared with public or private schools)						
Peak	206			Newport Hills	45.79	24.96%
Peak	207			Newport Hills	52.25	28.76%
Peak	208			Newport Hills	36.56	16.20%
Midday	219			Newcastle	37.74	13.21%
Peak	219			Newcastle	6.30	3.67%
Peak	239			Totem Lake	20.90	10.09%
Peak	660			Bellevue	48.46	10.35%
Peak	885			Bellevue	11.20	4.26%
Peak	886			Clyde Hill	34.29	10.42%
Peak	888			Eastgate	45.93	19.31%
Peak	889			Bellevue	48.61	22.78%
Peak	890			Eastgate	38.40	15.14%
Peak	956		CUST	Mercer Island	34.59	27.52%
Peak	967		CUST	South Bellevue P&R	30.26	19.05%

EAST SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
Peak	979		CUST	East Samm Plateau	22.80	16.57%
Peak	986		CUST	Kirkland	54.71	43.25%
Peak	989		CUST	Eastgate	27.74	22.01%
Peak	998		CUST	Mercer Island P&R	10.59	9.92%

	Meets or exceeds strong performance objective			
	Does not meet minimum performance objectives			
N	north route segment			
S	south route segment			
E	east route segment			
W	west route segment			
EX	express routing			
SH	shuttle routing			
TB	turnback routing			
ALT	alternate routing			
SHAL	alternate shuttle routing			
CUST	custom bus route			
Night	7:00 p.m. to 5:00 a.m. all days			
Midday	9:00 a.m. to 3:00 p.m. weekdays, 5:00 a.m. to 7:00 p.m. weekends			
Peak	5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays			

SOUTH SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
PEAK						
				<i>Strong Performance Threshold</i>	53.89	
	136			Burien	64.29	41.92%
	106			Renton	61.11	34.05%
	101			Fairwood	59.78	40.94%
	101		TB	Renton CBD	57.85	36.80%
	174			Federal Way P&R, TC	56.97	41.48%
	190			Star Lake P&R	56.97	29.10%
	188			Federal Way	56.06	24.68%
	177			Federal Way	55.95	27.33%
	150			Auburn	54.91	36.41%
	132		EX	Highline CC	54.42	32.54%
	941		EX	Star Lake P&R	53.80	31.15%
	135		TB	White Center	52.44	29.63%
	130		EX	Highline CC	50.33	26.21%
	135			Burien TC	50.25	29.95%
	195			Federal Way	49.00	23.07%
	113			Shorewood	48.25	25.59%
	196			Federal Way S P&R	47.85	24.51%
	150		TB	Kent	47.26	28.76%
	158			Lk Meridian/E Kent P&R	45.19	30.49%
	107			Renton	43.80	32.23%

SOUTH SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	164			Kent	43.70	29.77%
	162			Kent	43.64	22.20%
	168			Timberlane	43.54	25.93%
	130		TB	Burien	42.38	31.45%
	176			Federal Way	42.24	25.73%
	178			Federal Way	42.19	23.80%
	136		EX	Burien TC	41.85	29.25%
	116		EX	Fauntleroy	41.39	23.58%
	174		TB	SeaTac	41.00	28.21%
	132		TB	Burien	40.78	29.20%
	111		EX	Renton	40.42	25.25%
	169			Kent P&R,TC	39.85	23.86%
	151			Auburn	39.75	15.64%
	187			Federal Way	38.32	18.52%
	159			Kent P&R,TC	38.23	24.10%
	194			Federal Way S P&R	37.80	19.28%
	118		TB	Vashon	36.48	20.69%
	191			Star Lake P&R	36.46	20.02%
	152		TB	Auburn	36.35	20.91%
	119		EX	Vashon	35.47	28.27%
	130			Highline CC	34.82	29.25%
	143		EX	Black Diamond	34.61	30.08%
	197			Federal Way S P&R	33.85	9.05%
	160			Kent	33.40	19.20%
	132			Highline CC	33.21	24.96%
	192			Federal Way	33.09	20.12%
	114		EX	Renton	32.90	21.45%
	148			Renton Highlands	32.87	36.12%
	181			Green River CC	30.77	19.95%
	167			Auburn P&R	30.57	9.21%
	105			Renton Highlands	30.22	17.28%
	133			Burien TC	30.00	9.04%
	119		SH	Vashon	29.69	16.77%
	140			Burien	29.54	17.74%
	163			Kent	29.42	17.35%
	166			Kent P&R,TC	28.83	18.96%
	170			McMicken Heights	28.47	19.46%
	139			Gregory Heights	27.06	12.67%
	183			Kent	26.85	17.21%
	173			Federal Way P&R,TC	26.70	10.43%
	152			Enumclaw	26.33	19.18%
	175			Federal Way P&R,TC	24.77	17.33%
	118		EX	Vashon	24.59	16.66%
	153			Kent	23.87	19.10%
	155			Fairwood	22.89	15.77%
	154			Auburn	22.84	9.41%
	186			Auburn	22.50	12.39%
	915			Enumclaw	18.00	9.94%
	118			Vashon	15.92	8.95%
	124			Southcenter	11.06	6.02%
	912			Covington	6.49	2.49%

SOUTH SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	149			Black Diamond	6.10	2.91%
				<i>Minimum Performance Threshold</i>	28.37	15.82%
				south peak totals	41.13	24.69%
MIDDAY						
				<i>Strong Performance Threshold</i>	54.08	
	174		NT	Federal Way S P&R	57.10	29.27%
	174			Federal Way P&R, TC	55.16	30.75%
	177			Federal Way	52.17	18.51%
	136			Burien	51.06	27.04%
	101		TB	Renton CBD	50.96	27.35%
	106			Renton	50.65	23.54%
	188			Federal Way	47.78	27.59%
	150			Auburn	47.78	21.85%
	164			Kent	47.41	20.50%
	135			Burien TC	45.20	20.73%
	169			Kent P&R, TC	42.22	20.75%
	132		TB	Burien	40.95	22.04%
	194			Federal Way S P&R	40.90	18.69%
	150		TB	Kent	40.55	18.32%
	140			Burien	40.02	16.19%
	130		TB	Burien	39.87	20.94%
	151			Auburn	39.75	14.88%
	107			Renton	36.95	18.74%
	168			Timberlane	36.54	15.03%
	174		TB	SeaTac	35.23	17.81%
	132		EX	Highline CC	34.11	15.53%
	197			Federal Way S P&R	32.95	11.79%
	116		EX	Fauntleroy	32.50	14.13%
	130			Highline CC	32.17	16.97%
	186			Auburn	32.04	21.82%
	105			Renton Highlands	31.83	13.12%
	132			Highline CC	31.32	15.66%
	130		EX	Highline CC	31.23	13.62%
	148			Renton Highlands	30.58	32.89%
	139			Gregory Heights	29.48	14.67%
	187			Federal Way	28.42	16.57%
	166			Kent P&R, TC	26.48	11.91%
	185			Auburn	25.27	17.37%
	181			Green River CC	24.65	11.59%
	155			Fairwood	21.98	11.92%
	167			Auburn P&R	21.86	8.40%
	915			Enumclaw	20.86	9.26%
	183			Kent	18.88	8.46%
	118			Vashon	14.56	5.86%
	118		TB	Vashon	14.43	3.73%
	118		EX	Vashon	9.20	4.14%
	149			Black Diamond	7.97	3.37%
	119		SH	Vashon	7.71	2.54%
	912			Covington	3.94	1.65%

SOUTH SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
				<i>Minimum Performance Threshold</i>	27.24	12.03%
				south midday totals	40.66	19.91%
NIGHT						
				<i>Strong Performance Threshold</i>	35.91	
	174			Federal Way P&R,TC	40.34	18.89%
	174		NT	Federal Way S P&R	38.32	19.14%
	106			Renton	32.15	12.74%
	188			Federal Way	31.66	17.83%
	135			Burien TC	30.59	11.82%
	136			Burien	29.88	13.15%
	169			Kent P&R,TC	29.40	11.84%
	140			Burien	27.89	9.96%
	101		TB	Renton CBD	26.93	13.68%
	151			Auburn	26.37	8.21%
	187			Federal Way	25.61	14.53%
	150			Auburn	25.18	10.59%
	168			Timberlane	22.89	8.32%
	194			Federal Way S P&R	22.47	8.33%
	164			Kent	21.93	8.95%
	130			Highline CC	21.71	9.34%
	166			Kent P&R,TC	20.72	8.34%
	132			Highline CC	20.65	9.56%
	107			Renton	19.37	8.83%
	181			Green River CC	18.90	7.06%
	132		TB	Burien	18.47	6.34%
	148			Renton Highlands	15.97	14.58%
	119		SH	Vashon	15.00	5.11%
	118			Vashon	14.86	5.91%
	139			Gregory Heights	13.10	6.01%
	118		TB	Vashon	11.48	4.11%
	149			Black Diamond	5.92	1.74%
	152			Enumclaw	1.76	0.49%
				<i>Minimum Performance Threshold</i>	20.32	7.74%
				south night totals	28.12	12.07%
CUSTOM BUS ROUTES (cost supported by private business)						
Peak	949		CUST	Federal Way S P&R	18.43	19.81%
Peak	952		CUST	Auburn P&R	13.79	13.36%
Peak	970		CUST	Auburn	17.33	15.60%
DIAL-A-RIDE ROUTES (custom, flexible routing)						
Night	901		DART	Dash Point	21.03	13.63%
Midday	901		DART	Dash Point	21.03	18.45%
Peak	901		DART	Dash Point	23.95	27.60%
Night	903		DART	South Campus	21.37	16.35%
Midday	903		DART	South Campus	21.09	20.29%
Peak	903		DART	South Campus	24.06	34.84%
Midday	908		DART	Renton Highlands	16.45	4.61%
Peak	908		DART	Renton Highlands	19.22	8.61%

SOUTH SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
Night	909		DART	Renton	12.01	5.92%
Midday	914		DART	Kent	15.05	0.00%
Peak	914		DART	Kent	18.95	0.00%
Midday	916		DART	Kent	15.18	13.27%
Peak	916		DART	Kent	18.88	23.59%
Midday	917		DART	Algona	14.76	11.28%
Peak	917		DART	Algona	16.08	18.56%
PARTNERSHIP SUPPORTED ROUTES (cost shared with another entity)						
Midday	110			Renton	20.69	8.35%
Peak	110			Renton	16.74	10.62%
Midday	914		DART	Kent	15.05	0.00%
Peak	914		DART	Kent	18.95	0.00%
Midday	916		DART	Kent	15.18	13.27%
Peak	916		DART	Kent	18.88	23.59%

	Meets or exceeds strong performance objective			
	Does not meet minimum performance objectives			
N	north route segment			
S	south route segment			
E	east route segment			
W	west route segment			
EX	express routing			
SH	shuttle routing			
TB	turnback routing			
ALT	alternate routing			
SHAL	alternate shuttle routing			
CUST	custom bus route			
Night	7:00 p.m. to 5:00 a.m. all days			
Midday	9:00 a.m. to 3:00 p.m. weekdays, 5:00 a.m. to 7:00 p.m. weekends			
Peak	5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays			

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
PEAK						
				<i>Strong Performance Threshold</i>	78.35	
	5		EX	Greenwood	96.10	39.69%
	7	N	TB	Broadway	94.85	66.33%
	15			Blue Ridge	91.36	61.40%
	41			Northgate	90.07	38.75%
	15		TB	Ballard	89.29	57.16%
	28		TB	Whittier Heights	88.65	50.80%
	3	N		North Queen Anne	87.75	60.88%
	72		EX	Lake City	87.71	49.23%
	4	N		East Queen Anne	85.41	56.96%
	1			Kinnear	84.16	56.42%
	15		EX	Blue Ridge	83.50	37.48%
	18		NT	North Beach	83.07	37.45%

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	2	N		West Queen Anne	82.94	55.33%
	67			North Seattle	81.69	40.67%
	18			North Beach	80.20	53.12%
	4	S		Judkins Park	78.86	49.39%
	11			Madison Park	78.80	48.50%
	13			Seattle Pacific U.	78.76	53.33%
	48	S		Rainier Beach	78.65	44.32%
	73		EX	Jackson Park	78.64	42.89%
	18		EX	North Beach	78.64	36.99%
	54		EX	Fauntleroy	78.62	33.12%
	56		EX	Alki	78.08	29.85%
	3	S		Madrona	76.43	47.14%
	26		EX	East Green Lake	76.22	45.63%
	71		EX	Wedgwood	76.18	42.34%
	48	N		Loyal Heights	74.77	37.32%
	2	S		Madrona	74.67	52.22%
	7	N		U. District	74.24	53.12%
	73		TEX	Roosevelt	74.24	32.46%
	18		TB	Crown Hill	74.06	44.56%
	2	N	EX	West Queen Anne	72.66	31.69%
	10			Capitol Hill	71.77	41.77%
	3	S	TB	First Hill	71.57	47.23%
	17		EX	Loyal Heights	70.49	40.63%
	24			Central Magnolia	70.26	44.70%
	12		TB	First Hill	70.04	46.43%
	26			East Green Lake	69.37	46.17%
	7	S	TB	Rainier Beach	69.28	48.80%
	31			Magnolia	68.97	33.04%
	301		EX	Shoreline	68.55	50.50%
	20		TB	White Center	67.33	35.00%
	48	S	ALT	Columbia City	66.77	40.07%
	44			Ballard	66.22	34.67%
	48	N	TB	Ravenna	65.33	12.78%
	36		TB	Beacon Hill	64.10	40.21%
	8		TB	Capitol Hill	62.68	24.01%
	358		EX	Aurora Village	62.68	40.96%
	8			Mount Baker	62.52	35.02%
	36			Rainier Beach	62.43	37.65%
	12			Interlaken Park	62.40	40.99%
	42		TB	Rainier Beach	62.29	32.78%
	65			Lake City	60.91	23.56%
	43			U. District	60.83	35.26%
	33			Discovery Park	60.67	33.66%
	20			Shorewood	60.61	31.95%
	21		EX	Arbor Heights	60.36	29.89%
	55			Admiral District	59.74	33.06%
	48	N	EX	Loyal Heights	59.47	21.11%
	28		EX	Broadview	59.47	33.32%
	27			Colman Park	58.98	37.73%
	14	S		Mount Baker	58.76	39.38%

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	4	N	NT	East Queen Anne	58.65	35.48%
	7	S		Rainier Beach	58.53	38.26%
	5			Shoreline CC	58.46	33.85%
	28			Broadview	58.34	37.21%
	14	N		Summit	57.70	38.19%
	60			White Center	57.37	37.38%
	75			Northgate	56.38	33.36%
	78			Jackson Park	56.29	17.24%
	17			Loyal Heights	56.10	38.25%
	9			Rainier Beach	55.55	36.37%
	42		EX	Rainier View	54.88	30.94%
	54			Fauntleroy	54.61	29.39%
	64		EX	Lake City	53.80	31.21%
	42		NT	Rainier View	53.70	38.24%
	5		ALT	Northgate TC	53.65	34.54%
	42			Rainier View	53.10	39.44%
	21			Arbor Heights	52.62	31.83%
	38			Beacon Hill	52.35	22.79%
	76			Wedgwood	52.09	26.00%
	137		EX	Burien	51.55	33.48%
	7	S	EX	Rainier Beach	51.28	26.42%
	36		EX	Rainier Beach	50.86	29.78%
	68			Northgate TC	50.67	26.34%
	70			U. District	50.59	31.67%
	77			Jackson Park	50.27	25.12%
	372		TEX	Northshore P&R	50.15	13.54%
	19			West Magnolia	49.94	25.17%
	66		EX	Northgate	49.79	28.59%
	943		EX	Shoreline P&R	49.21	35.57%
	73			Jackson Park	49.07	21.92%
	16			Northgate TC	48.84	31.56%
	137		TB	Burien	48.63	36.32%
	137			Burien	47.93	38.62%
	39		TB	Rainier Beach	47.40	29.09%
	39		EX	Rainier Beach	47.31	19.09%
	16		EX	Northgate TC	45.91	22.91%
	74		SHTB	Sand Point	45.81	18.88%
	45		EX	Queen Anne	44.70	14.42%
	377		ALT	Lynnwood	44.15	28.93%
	75		TB	Lake City	43.65	20.79%
	43		SH	Capitol Hill	43.46	15.54%
	56			Alki	42.68	24.31%
	372		EX	Woodinville P&R	42.60	11.99%
	377		SHAL	Lynnwood	41.94	27.80%
	74		EX	Sand Point	41.52	17.37%
	355		EX	Shoreline CC	40.91	19.25%
	307			Woodinville P&R	40.86	29.48%
	22			White Center	40.04	26.82%
	57			W. Seattle Junction	40.04	23.57%
	302			Shoreline	40.00	20.68%

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	99			International Dist.	39.79	7.79%
	128			Admiral District	39.59	22.92%
	46			Ballard	39.15	11.09%
	317			Edmonds	38.55	22.58%
	243			Jackson Park	37.75	19.88%
	242			North Seattle	37.20	18.12%
	304			Shoreline	36.75	23.32%
	370			Aurora Village TC	36.40	12.04%
	71			Wedgwood	34.79	15.19%
	39			Southcenter	34.10	21.71%
	74		SH	Sand Point	33.86	20.00%
	79		EX	Lake City	33.49	17.04%
	37		EX	Admiral District	33.01	19.52%
	25			Laurelhurst	31.91	22.34%
	308		EX	Aurora Village TC	31.21	20.29%
	35			Seattle CBD	30.65	13.96%
	72			Lake City	30.55	14.51%
	317		SH	Edmonds	27.35	15.96%
	36		SH	Rainier Beach	24.34	7.11%
	37			Admiral District	22.28	12.56%
	7 S		SH	Rainier Beach	21.07	9.59%
	51			West Seattle	19.20	11.64%
	315			Richmond Beach	18.39	14.76%
	301			Shoreline	15.77	10.93%
	7 S		SHTB	Rainier Beach	15.74	8.11%
	314			Lake Forest Park	13.53	10.91%
	14 S		TB	IDS	8.75	5.87%
				<i>Minimum Performance Threshold</i>	40.35	20.73%
				west peak totals	59.35	33.94%
MIDDAY						
				<i>Strong Performance Threshold</i>	72.68	
	7 N		TB	Broadway	95.33	51.54%
	48 N		TB	Ravenna	92.72	24.36%
	2 N			West Queen Anne	90.36	43.89%
	1			Kinnear	85.22	38.90%
	4 N			East Queen Anne	84.61	42.59%
	67			North Seattle	83.84	46.38%
	3 N			North Queen Anne	83.68	43.07%
	3 S		TB	First Hill	82.11	48.67%
	11			Madison Park	81.53	41.03%
	13			Seattle Pacific U.	78.32	36.29%
	48 S			Rainier Beach	74.63	38.41%
	7 N			U. District	74.51	41.37%
	73		EX	Jackson Park	72.80	34.69%
	72		EX	Lake City	70.22	33.67%
	36		TB	Beacon Hill	69.71	35.06%
	10			Capitol Hill	69.33	30.61%
	3 S			Madrona	68.74	35.40%
	15			Blue Ridge	68.66	35.99%

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	7	S	TB	Rainier Beach	68.01	36.98%
	4	S		Judkins Park	66.76	35.43%
	14	S		Mount Baker	65.65	35.13%
	73		TEX	Roosevelt	64.32	25.86%
	7	S		Rainier Beach	64.09	33.88%
	48	S	ALT	Columbia City	62.75	32.89%
	71		EX	Wedgwood	62.64	32.79%
	48	N		Loyal Heights	62.64	30.42%
	2	S		Madrona	62.11	32.75%
	358		EX	Aurora Village	61.07	31.18%
	18		TB	Crown Hill	61.00	29.17%
	15		TB	Ballard	60.68	28.34%
	44			Ballard	60.02	25.21%
	36			Rainier Beach	58.88	29.50%
	18			North Beach	58.00	31.00%
	60			White Center	57.47	28.69%
	26			East Green Lake	57.06	29.52%
	12			Interlaken Park	55.58	24.59%
	14	N		Summit	54.95	24.38%
	12		TB	First Hill	54.72	29.69%
	9			Rainier Beach	54.26	28.26%
	20			Shorewood	54.19	24.45%
	54			Fauntleroy	54.08	23.52%
	48	S	TB	Mount Baker	53.81	26.62%
	5			Shoreline CC	52.78	26.76%
	42			Rainier View	51.17	28.99%
	43			U. District	50.94	23.39%
	73			Jackson Park	50.80	24.13%
	8			Mount Baker	50.71	19.30%
	72			Lake City	50.54	24.38%
	55			Admiral District	48.47	20.65%
	45		EX	Queen Anne	48.46	6.91%
	41			Northgate	48.40	19.56%
	355		EX	Shoreline CC	48.24	14.39%
	8		TB	Capitol Hill	48.17	19.96%
	71			Wedgwood	47.89	22.55%
	301		EX	Shoreline	47.76	17.51%
	28			Broadview	47.04	25.87%
	31			Magnolia	46.44	19.86%
	65			Lake City	46.40	15.98%
	307			Woodinville P&R	45.93	22.72%
	24			Central Magnolia	45.86	20.71%
	68			Northgate TC	45.84	23.05%
	99			International Dist.	45.32	8.32%
	38			Beacon Hill	44.85	16.27%
	5		ALT	Northgate TC	44.80	24.44%
	75			Northgate	44.77	22.43%
	137		TB	Burien	44.17	24.39%
	21			Arbor Heights	43.94	20.18%
	27			Colman Park	43.60	20.18%

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	372		TEX	Northshore P&R	42.64	13.65%
	16			Northgate TC	41.85	21.35%
	370			Aurora Village TC	41.60	9.96%
	56			Alki	41.56	19.84%
	60		TB	Georgetown	40.59	20.10%
	242			North Seattle	40.34	12.00%
	128		TB	West Seattle	40.33	18.84%
	377		SHAL	Lynnwood	39.65	15.29%
	66		EX	Northgate	38.87	17.34%
	128			Admiral District	37.08	20.69%
	302			Shoreline	36.68	14.51%
	43		SH	Capitol Hill	36.41	11.22%
	70			U. District	36.19	16.33%
	4 N		NT	East Queen Anne	35.94	16.76%
	372		EX	Woodinville P&R	35.90	11.79%
	17			Loyal Heights	35.89	19.45%
	39		TB	Rainier Beach	34.27	15.16%
	78			Jackson Park	34.12	9.24%
	22			White Center	33.71	16.22%
	317		SH	Edmonds	31.51	13.80%
	39			Southcenter	29.52	14.31%
	74		SH	Sand Point	28.56	12.82%
	317		SHTB	Aurora Village TC	27.90	9.48%
	39		SH	Southcenter	27.57	9.28%
	33			Discovery Park	27.23	13.80%
	1		SH	Kinnear	26.18	11.73%
	28		SH	Broadview	25.85	10.20%
	51			West Seattle	21.98	9.65%
	25			Laurelhurst	20.26	9.34%
	7 S		SH	Rainier Beach	20.22	9.08%
	7 S		SHTB	Rainier Beach	17.05	7.49%
	315			Richmond Beach	16.24	9.52%
	37			Admiral District	10.62	5.07%
				<i>Minimum Performance Threshold</i>	35.65	15.86%
				west midday totals	54.17	26.14%
NIGHT						
				<i>Strong Performance Threshold</i>	47.91	
	48 S			Rainier Beach	70.19	33.15%
	7 N			U. District	60.07	30.04%
	13			Seattle Pacific U.	52.97	23.07%
	8			Mount Baker	52.79	17.08%
	10			Capitol Hill	52.68	18.17%
	2 N			West Queen Anne	52.29	25.32%
	44			Ballard	50.31	20.29%
	14 N			Summit	50.14	17.97%
	11			Madison Park	49.15	20.00%
	15			Blue Ridge	48.85	19.10%
	8		TB	Capitol Hill	48.73	17.62%
	7 N		TB	Broadway	48.54	17.77%

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	42			Rainier View	47.27	19.53%
	67			North Seattle	46.55	21.93%
	48	N		Loyal Heights	46.47	22.22%
	18		NT	North Beach	46.16	22.56%
	48	S	ALT	Columbia City	44.26	17.14%
	72			Lake City	43.72	18.71%
	48	S	TB	Mount Baker	43.10	18.13%
	4	N		East Queen Anne	42.99	19.76%
	73			Jackson Park	42.79	18.16%
	358		EX	Aurora Village	42.79	19.25%
	7	S		Rainier Beach	42.48	20.48%
	14	S		Mount Baker	41.51	17.77%
	43			U. District	41.16	17.77%
	26			East Green Lake	38.86	17.71%
	18		TB	Crown Hill	38.51	16.79%
	4	S		Judkins Park	38.16	15.45%
	42		NT	Rainier View	37.70	21.90%
	15		SH	Blue Ridge	37.10	11.65%
	54			Fauntleroy	35.90	14.24%
	18			North Beach	35.79	19.94%
	2	S		Madrona	35.75	16.14%
	71			Wedgwood	35.64	15.45%
	36			Rainier Beach	35.13	16.61%
	55			Admiral District	34.15	12.87%
	5			Shoreline CC	33.97	14.71%
	3	S		Madrona	33.74	14.35%
	20			Shorewood	31.94	11.97%
	128		TB	West Seattle	31.83	12.95%
	1		SH	Kinnear	31.36	12.00%
	377		SHAL	Lynnwood	31.10	9.87%
	9			Rainier Beach	30.68	13.67%
	55		SH	Admiral District	30.25	11.34%
	137		TB	Burien	29.92	13.59%
	21			Arbor Heights	29.65	10.95%
	307			Woodinville P&R	28.40	11.42%
	65			Lake City	28.35	9.24%
	85			West Seattle	28.29	14.04%
	42		TB	Rainier Beach	28.02	12.15%
	56			Alki	27.86	8.44%
	43		SH	Capitol Hill	27.48	8.02%
	317		SHTB	Aurora Village TC	26.76	9.19%
	75			Northgate	26.37	11.52%
	60			White Center	26.11	10.50%
	66		EX	Northgate	25.36	11.08%
	36		SH	Rainier Beach	24.82	6.52%
	27			Colman Park	24.08	10.39%
	24			Central Magnolia	23.96	9.35%
	74		SHTB	Sand Point	23.10	8.19%
	17			Loyal Heights	23.02	11.00%
	16			Northgate TC	22.87	9.72%

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	302			Shoreline	21.89	6.49%
	81			Ballard	21.69	11.71%
	12			Interlaken Park	21.50	8.69%
	7	S	SHTB	Rainier Beach	21.43	8.20%
	242			North Seattle	20.66	6.12%
	31			Magnolia	20.57	4.69%
	1			Kinnear	18.93	8.31%
	28		SH	Broadview	18.93	7.28%
	38			Beacon Hill	18.89	5.94%
	83			U. District	17.98	10.56%
	7	S	SH	Rainier Beach	17.70	6.42%
	128			Admiral District	17.19	8.71%
	5		ALT	Northgate TC	16.72	7.50%
	33		TB	Discovery Park	16.44	6.00%
	70			U. District	15.44	7.09%
	7	N	SH	U. District	12.65	4.27%
	33			Discovery Park	11.21	4.11%
	82			East Green Lake	10.32	6.12%
	84			Madison Park	9.05	4.49%
				<i>Minimum Performance Threshold</i>	23.40	9.32%
				west night totals	35.66	15.11%
CUSTOM BUS ROUTES (cost supported by private business)						
Peak	950		CUST	Admiral District	12.34	11.13%
Peak	951		CUST	North Seattle	19.05	24.44%
Peak	955		CUST	Mount Baker	24.16	21.44%
Peak	976		CUST	Magnolia	33.40	28.60%
Peak	983		CUST	Seward Park	32.92	27.08%
Peak	984		CUST	Wedgwood	27.03	21.02%
Peak	987		CUST	Rainier Beach	25.26	21.69%
Peak	988		CUST	Mount Baker	80.57	52.96%
Peak	994		CUST	Queen Anne	18.22	20.37%
Peak	995		CUST	Laurelhurst	28.83	27.23%
Peak	997		CUST	Madison Park	35.41	27.34%
GRANT SUPPORTED ROUTES (cost supported by limited duration grant)						
Night	97		EX	Seattle CBD	32.71	9.06%
Midday	97		EX	Seattle CBD	51.22	14.60%
Peak	97		EX	Seattle CBD	79.47	24.94%
PARTNERSHIP SUPPORTED ROUTES (cost shared another entity)						
Midday	318			Bitter Lake	18.62	11.57%
Peak	318			Bitter Lake	17.76	15.90%
SCHOOL ROUTES (cost usually shared with public or private schools)						
Peak	650			South Seattle	368.57	84.28%
Peak	955		CUST	Mount Baker	24.16	21.44%
Peak	976		CUST	Magnolia	33.40	28.60%
Peak	983		CUST	Seward Park	32.92	27.08%
Peak	984		CUST	Wedgwood	27.03	21.02%
Peak	987		CUST	Rainier Beach	25.26	21.69%
Peak	988		CUST	Mount Baker	80.57	52.96%
Peak	994		CUST	Queen Anne	18.22	20.37%

WEST (SEATTLE/NORTH) SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
Peak	995		CUST	Laurelhurst	28.83	27.23%
Peak	997		CUST	Madison Park	35.41	27.34%

	Meets or exceeds strong performance objective				
	Does not meet minimum performance objectives				
N	north route segment				
S	south route segment				
E	east route segment				
W	west route segment				
EX	express routing				
SH	shuttle routing				
TB	turnback routing				
ALT	alternate routing				
SHAL	alternate shuttle routing				
CUST	custom bus route				
Night	7:00 p.m. to 5:00 a.m. all days				
Midday	9:00 a.m. to 3:00 p.m. weekdays, 5:00 a.m. to 7:00 p.m. weekends				
Peak	5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays				

APPENDIX D

Capital

Transit Route Facilities

Metro Transit operations currently utilize more than 9,600 bus stops, all supported by Transit Route Facilities. Transit Route Facilities projects usually focus on improvements to individual bus stops and are initiated by TRF staff and through requests from customers, drivers, bus operations staff, local residents, community, neighborhood or business groups, property developers and local jurisdictions.

Accessible landing pads	Provide an approximate 10 x 10-foot clear level landing area for accessible lift operation. Priority for stops currently not accessible, where requested and at special needs locations. Requires sufficient public rights of way and may impact adjacent property owners planting strips. Benefits all customers.
Auxiliary, redirected lighting	Higher ridership stops where nearby jurisdiction street lighting can be adjusted or additional heads added to existing poles at minimal expense. Also desirable where street crossing lighting may not be optimal. Potential neighborhood impacts and requires jurisdiction support and maintenance.
Individual stop lighting	High ridership stops. Relatively expensive for power supply conduits and repairs. Cooperative work with jurisdiction required. Potential adjacent property impacts and requires jurisdiction support.
Shelters	May be installed at suburban stops where daily boardings are above 25 per day or in Seattle where boardings are greater than 50 per day. Building and ROW use permits required from jurisdiction, normally only on public property. Adjacent property impacts. Incurs maintenance expense.
Awnings	Requires negotiation with private property owners to replace existing or supplant proposed shelters. Higher initial investment but lower maintenance costs.
Shelter footings	Footings without shelters often installed as part of negotiated construction or developer mitigation where ridership growth is anticipated. Can be used as bench foundation until use increases.
Benches	May be provided at stops with daily boardings of 15 or more. Also used if right of way at higher use stops does not allow space for shelter. Priority at locations where extra concrete work is not needed and at special needs locations.
Art	A variety of artwork can be incorporated into passenger facilities. Extensive use of shelter murals and creative glass etching has markedly reduced vandalism and has helped provide a neighborhood/community connection with bus stop shelters. Bus stop enhancements can be realized through partnering with local community art programs.
Bus stop extensions	Used to lengthen existing bus stop to allow multiple bus queuing or establish extended merging distances. Can allow longer buses to pull fully even with the curb and reduce traffic blockage. Approximately 15% of current bus stops may not accommodate larger buses or allow adequate merging distance. Neighborhood impact of potential parking loss.

Accessible pad extension	In locations where the stop is long enough or a stop length extension is not possible (or not permitted) and the current loading area is too close to the end of the stop to allow sufficient pull-out space, a set back or extended landing pad may be required.
New bus stops	Responding to new or revised routing or requests from a variety of public or private sources. Impacts parking, street use and local residents.
Bus stop relocation or removals	May be needed to take advantage of new street infrastructure or property developments. Can be needed to improve or redirect street crossing activity, respond to new driveways or entrances, reflect changes in routing or traffic. May impact property owners and parking.
Schedule information	Schedule holders at inbound stops, transfer points and other high use, or potential use locations. Currently 4700 out of 9500 stops have maintained holders.
Sidewalk and curb cuts	May be provided where local jurisdiction has no immediate plans to improve pedestrian environment but where stop use warrants relative cost of improvement. May be part of accessible bus stop improvements.
Street Panels / layover pads	Often needed to shore up high use layover or bus stop locations where street damage is likely to occur. Often done in conjunction with local CIP's.
Turn radius improvements	Used to correct serious operation problems on turns or signalized intersections. Radius projects are long term and require close cooperation with local jurisdiction.
Bus bulbs (curb bulbs)	Used to allow in-lane stops, reduce delays and speed service. Requires jurisdiction commitment to transit. Calms general traffic and can return some curbside parking.
Traffic lane channelization changes	Used to correct moderate or serious operation problems on turns, signalized intersections or to support special transit lanes. Requires close cooperation with local jurisdiction.
Trash receptacles	Currently added only at selected shelter locations. Often incurs high maintenance costs, vandalism and illegal dumping. Alternative Adopt-a-Stop volunteer program (Power and Facilities) can provide smaller receptacles at individual bus stops. May coordinate with local jurisdiction for City maintained facilities.
Bicycle racks	Can be provided at individual stops via local jurisdiction. KC bicycle locker program usually provides lockers/racks only at Park and Rides.

Corridor-based Passenger Facilities Improvement Projects

Scope

Corridor Facilities Improvements (CFIs) are designed to optimize and improve bus stop locations and facilities along high volume routes and corridors that include Transit Speed and Reliability projects, have 15-minute or better existing or planned midday service frequency, and/or are scheduled for jurisdiction-supported and -funded improvements. CFIs improve operating efficiency by optimizing stop placement and concentrating ridership. Possible improvements in bus scheduling and trip times will be investigated by Service Planning and Scheduling after the bus stops are installed in their final locations and experience in actual on street operation has been gained.

Inappropriate and inefficient bus stop location, spacing and configuration on many high volume corridors can delay both bus service and general traffic and create an uncomfortable ride. In addition many current stops do not warrant passenger facility improvement due to low use. The CFI program will include review of bus stop spacing to reach an optimal compromise between customer convenience and operational efficiency. In instances where stops have been relocated or consolidated, the “hard” improvements (involving pouring concrete) may be scheduled to take place after the new stop sequencing becomes well-established and remaining issues resolved.

CFI projects may differ from normal Passenger Facility projects in that CFI projects are specifically:

- Coordinated with current and potential Transit Speed and Reliability projects.
- Coordinated and in done in partnership with supportive local jurisdictions.
- Coordinated with Service Planning to focus on routes or corridors with current or planned high frequency service.
- Inclusive of all stops in both directions along a transit corridor or route.
- Designed to consider the location, facilities and spacing of all stops within the project corridor and related impacts on overall transit operation.

Bus Stop Location And Spacing

The current bus stop structure, formulated over 20 years ago, does not accommodate today's operating environment and customer demands in many urban locations.

Although there are no national standards, a common stop spacing recommendation is about four stops per mile. Metro's general Transportation and Service guidelines recommend four to six stops per mile, initially starting at four per mile for new routes. Currently there are a number of Metro routes where current spacing exceeds 10 stops per mile. The objective remains to place stops where the large majority of riders will have an easy five-minute or less walk (about ¼ mile) to or from the bus stop.

New or relocated bus stops will generally be situated to take advantage of existing lighting and pedestrian crossings, and will be located on the far side of intersections for efficient operation. Stops will be sized and configured to allow for the efficient entry and exit of transit vehicles. Increased stop spacing on higher speed corridors allows transit buses to reach and maintain a higher travel speed between stops. The concentration of ridership at fewer stops will justify the installation of shelters and other amenities at a higher than current percentage of stops.

Selection process

Corridor project selection will be based on a collaborative process involving input from local jurisdictions to support and help implement improvements. Information provided by Service Planning, Transit Speed and Reliability, and preliminary TRF stop spacing analysis obtained using GIS mapping tools will be key to identifying opportunities for improvements along major transit arterials. Over 50 corridors and shorter segments were initially considered, primarily targeting corridors with current or planned high frequency (15 minutes or better) service. Other factors are agreements with local jurisdictions to arterial signal priority improvements.

The prioritization process will initially include evaluation of segments of routes selected by Service Planning for future service investments (Routes 36, 44, 48, 73, 240, 245, 358; future Routes 120 and 199). The preliminary list shown in Exhibit A includes five route segments; work is scheduled to start in 2002. The five initial projects will begin sequentially at 6-8 week intervals with completion up to the facilities installation stage during 2002. Actual installation of some passenger facilities may extend into 2003. Evaluation of the remaining corridors or additions will be made during the later part of

2002 for implementation in 2003 depending on local support. Selections are contingent upon continuing support by local jurisdictions.

Design process

Many stakeholders including local traffic engineers, transit operations, businesses and communities, and Metro customers are affected by changes in bus stops along major arterial corridors. Assessing problems related to bus stops and arterial streets will involve a variety of these interests in the process of identifying key improvements. The following five steps will be used in the design process in each corridor.

Form teams and review problems

Form interdisciplinary, quasi-technical Corridor Facility Improvement (CFI) teams including technical staff. Systematically review facilities along each corridor, assess problems and develop solutions. Include a mobile workshop to examine problems in the field. Establish a new CFI team for each corridor.

Develop preliminary recommendations

Each CFI team will prepare a series of recommended improvements with the goal of defining a cohesive development strategy for each corridor. Recommended improvements can include:

- Relatively quick fixes (relocation/removal of bus stops, minor parking modifications) that can be completed within 6-12 months.
- Complex projects such as landing pads, bus shelters, lighting, and/or stop related improvements require a higher level of design, permits, and construction. These could take up to a year to complete.
- Major projects that include installation of transit signal priority, signal system upgrades, bus bulbs (curb bulbs) and minor channelization or paving changes which could take over a year or more to complete and could require separate funding.
- Proposals for future projects would include opportunities for larger scale projects such as Bus Rapid Transit where service frequencies might be increased (10 minutes or less) and development of new operation systems such as dedicated transit lanes or automated bus information systems. Additional funding appropriation would be needed to implement higher frequency service investments and unique capital investments.

Determine and enlist community support

CFI teams will solicit community input and support. This can be through the dissemination of flyers and other information pieces about the project to local businesses, neighborhood groups, and transit customers including users of affected routes and bus stops. Community input will be used to evaluate the recommendations, make adjustments and finalize improvements.

Implement improvements

Final improvements will be staged depending on the type and duration of improvements (see “Develop preliminary recommendations,” above).

Improvements such as shelter footings or additional lighting would be the responsibility of the Route Facilities and CFI staff. The actual installation of permanent passenger facilities may need to wait until a relocated stop has been successfully operated for a few months.

Major improvements having a longer development time frame (such as signal improvements) may need to be incorporated into other CIP processes of various jurisdictions for implementation. The project lead responsibility for this scale of project would be determined by the nature of improvements.

Evaluate results

CFI projects along selected corridors will be evaluated as part of the Six-Year Plan evaluation process. Major evaluation areas will relate to improvements in the quality of service, passenger comfort and security, operating speeds, community acceptance, and ridership. While it is anticipated that results will be positive it is likely that some adjustments of the improvements will be necessary to respond to ongoing changes in ridership and the operating environment (land use, roadways, facility replacement, etc).

Exhibit A

University District “The Ave.” project

This City of Seattle project will totally re-build University Ave from NE 50th St. to Campus Parkway. This is an ongoing project that demonstrates the multi-faceted aspects of cooperative improvement of bus stop facilities and involves the following factors related to transit operation.

- Stop consolidation to improve transit operation
- Pedestrian street crossings to improve the pedestrian/transit rider environment
- Bus bulb design to allow in-lane stops of sufficient length to accommodate multiple buses
- Potential multiple shelter installation to accommodate future Link station activity
- Establishment of bus stops and facilities compatible with local business needs
- Incorporation of art work and way finding into bus stop design
- Integration of bus stops with street lighting and street trees
- Configuring bus stop amenities to allow unrestricted general pedestrian traffic

Exhibit B

Initial segments

These segments have been selected due to existing local jurisdiction support, agreements or partnerships, active Transit Speed and Reliability projects, and/or the presence of existing projects.

ROUTE 48 SEGMENTS

- 15th Ave. NE and NE Pacific St. between NE 65th St. and the Montlake Bridge
- 24th Ave. East and 23rd Ave. East from the Montlake Bridge to S. Jackson St.

ROUTE 245 SEGMENTS

- 148th Ave. NE between NE 51st St. and Redmond Way. The City of Redmond has proposed cooperative facilities improvements along this section. The City of Redmond has a current agreement with King County for a TSP signalization

improvement plan. Stop spacing in parts of this corridor needs adjustment and some stops can have shelters installed.

- 156th Ave. NE between Lake Hills Blvd. and Northup Way. The City of Bellevue has a current CIP plan for 156 Ave. NE from NE 8th St. to NE 24th St. 156th Ave. NE at NE 40th St. is the site of the new Overlake Transit Center. Stop spacing needs adjustment and shelters can be installed.

ROUTE 358 SEGMENTS

- Aurora Ave. N. between N. 200th Street and N. 145th St. The City of Shoreline has proposed to re-channelize and improve this section of Aurora. The design of related transit improvements would be coordinated with this project, currently slated for 2003.

ROUTE 372 SEGMENTS

- Lake City Way and Bothell Way between NE 95th St. and Bothell. There is a funded transit signal priority project in progress. The segment including Lake Forest Park, Kenmore, and Bothell is in progress. The planned Fall 2002 service restructure will impact facilities and stop locations.

2002 IN PROGRESS

- 15th Ave. NW between Leary Way and Queen Anne. Continuation of recent consolidation and current improvement project along 15 AV NW.
- 15th Ave. NW between NW 85th St. and Leary Way. Complete 2001 consolidation project; install new shelters and finalize two stop locations.
- 148th Ave. NE between NE 24th St. and NE 51st St.; a continuation of the 148th Ave. NE Route 245 segment as part of cooperative project with City of Redmond.
- The “Ave.” City of Seattle rebuilding of University Way between NE 50th St. and Campus Parkway. Includes stop consolidation, shelters, and bus bulbs.

Transit Operating Facilities Strategic Plan Update 2001

The Transit Operating Facilities Strategic Plan provides the link between service concepts embodied in the Six-Year Plan and the bus base capacity needed to implement the service plans. The purpose of the strategic plan is to determine how much more base capacity King County needs in the future, and where and when the capacity is needed. The strategic findings are the basis for recommending an operating facilities capital improvement plan and budget to develop additional base capacity. This report updates the Transit Operating Facilities Strategic Plan originally published in 1998.

Background

The detailed analyses supporting the recommendations are based on information originally developed in 1998 and updated in 2001. Specifically, revised fleet projections prepared in Fall 2001 are included in this report.

The period for the Strategic Plan Update is 2001 through 2025. The plan incorporates assumptions on how Sound Transit's ST Express, LINK light rail and Sounder commuter rail will affect King County Metro's bus service. The plan includes capacity for Metro to dispatch ST Express bus service in King County under contract to Sound Transit.

Bus base capacity is needed to maintain an expanded bus fleet. Metro needs more buses to provide more service hours. The Metro fleet is projected to increase from 1,309 buses in 2001 to 1,806 buses in 2025.

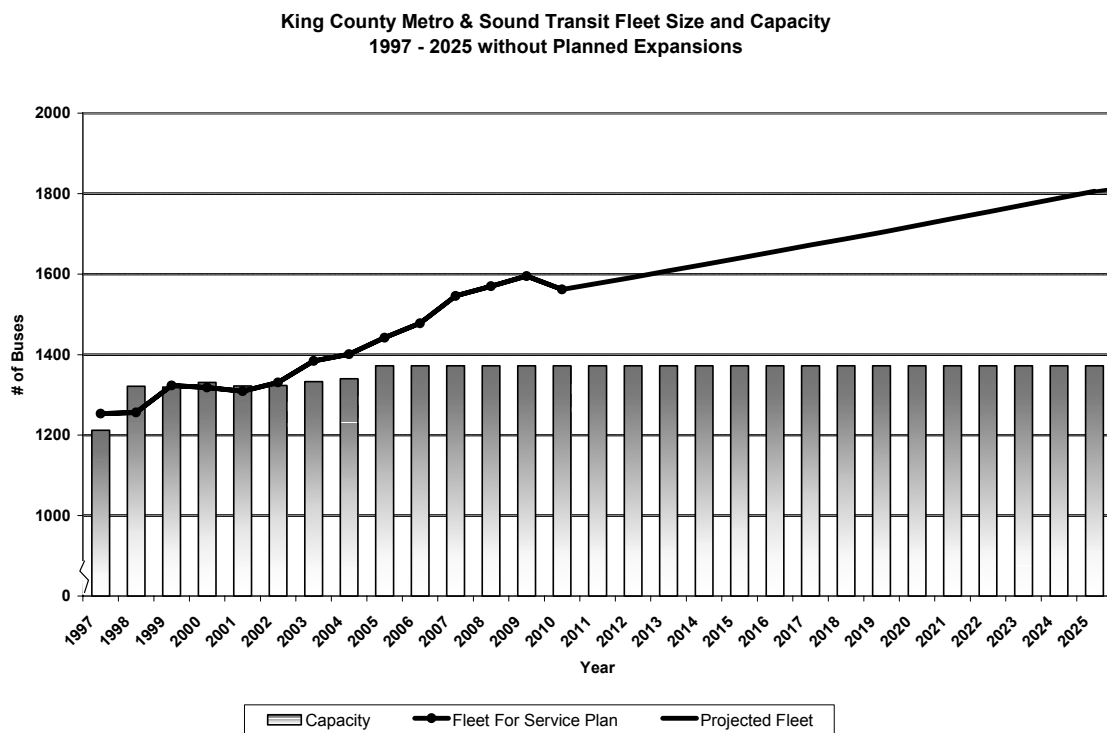
Plan Analyses

Several steps are required in the strategic planning process. The first step is to determine how much bus base capacity is required and where that capacity is needed.

Capacity needs. In 2001, Metro had the base capacity for about 1,300 buses. Metro will need base capacity for about 1,800 buses in 2025, or an additional 500 buses. Expanded capacity is needed for an additional 240 buses by 2007, an additional 100 buses by 2015, and another 160 buses by 2025.

The analyses show that new capacity is needed in the central area of King County by 2007 and in south King County by 2015. Preliminary studies indicate there may be a need for additional bus base capacity in the central area by 2025.

The findings for capacity needs are based on the principles and assumptions of the Six-Year Transit Development Plan for 2001-2007 and fleet projections prepared in Fall 2001. If any new transit service initiatives (that are not reflected in the Six-Year Plan) are adopted by King County, additional Metro bus base capacity may be needed before 2015.



Metro base capacity was about 1,200 buses in 1997. Year 2001 capacity for 1,300 buses was achieved by reopening Bellevue Base in 1998. Base capacity is also expected to increase to 1,350 buses with improvements in vehicle maintenance efficiencies as older bus fleets are replaced.

Year 2007 capacity needs can be met by expanding bus storage at Ryerson Base and by expanding the Atlantic and Central bases. All three bases are in the central area. Between 2002 and 2007, the space needed to maintain the growing bus fleet will exceed

the available capacity of Metro bus bases. The plans to expand capacity at the central bases can be completed incrementally to help mitigate the capacity shortfall. However, Metro vehicle maintenance will likely be required to operate at levels above optimal capacity until the Atlantic/Central expansion project is completed.

Year 2015 capacity needs can be met by building a new base in south King County. The need for a second new base is forecast for 2025.

East. The capacity needs for the Eastside are met with the East Base and Bellevue Base facilities. The Bellevue Base reopened in 1998 and added capacity for more than 100 buses.

Central. There is an existing and future need for expanded base capacity in the central area. Research shows there is less base capacity in Seattle today than in the 1940s. Current bus base capacity is not sufficient to dispatch buses primarily serving Seattle. Metro proposes to expand capacity at the Ryerson, Atlantic, and Central bus bases to the transit system can accommodate more riders and provide more bus service.

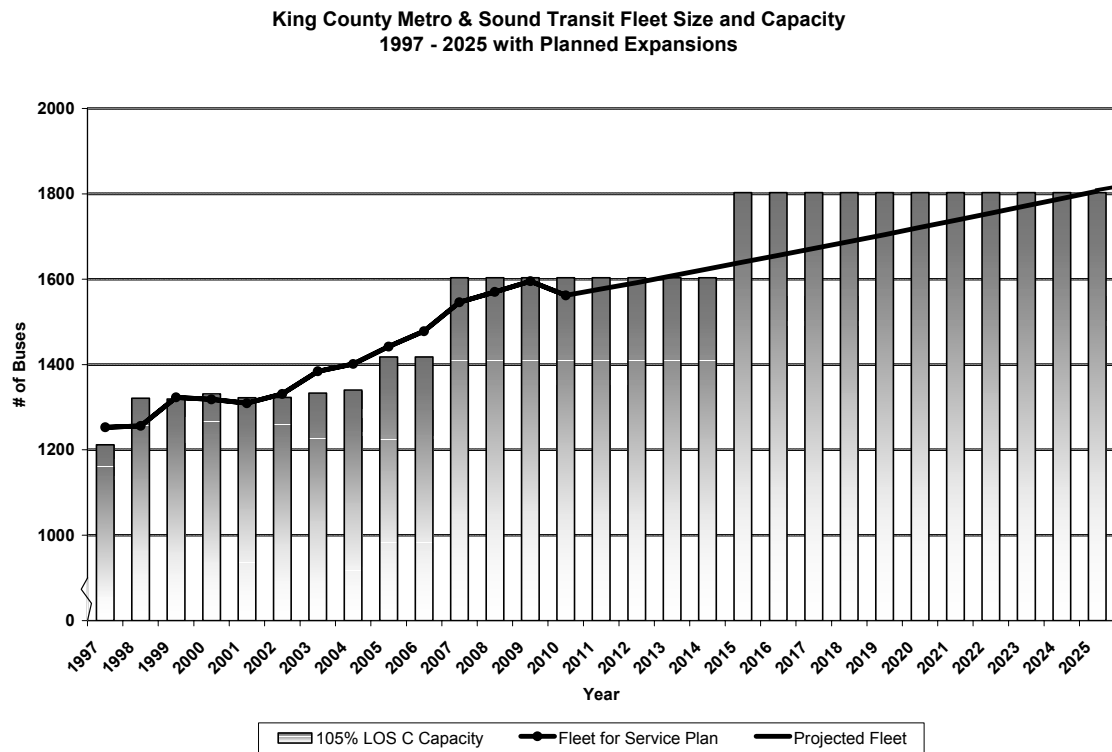
South. Additional service hours are forecast for south King County, and there is not sufficient space at South Base to handle this new service. Physical constraints prevent more than a minor expansion of South Base. Possible locations for a new south King County facility include the South Base Annex in Tukwila (located across the streets from South Base) and in the southern part of King County (Kent, Auburn, Federal Way).

Recommendations

Here are the Transit Operating Facilities Strategic Plan Update recommendations:

1. Complete the planned expansion of bases in the central area:
 - Add bus storage capacity at Ryerson Base while accommodating State Route 519 by 2005.
 - Expand the capacities of Atlantic Base and Central Base by 2007.
2. Add south King County base capacity by 2015.
 - Determine the most cost-effective location for an 8th base after evaluating South Base Annex and south King County options.

3. Plan for the next new base to be operational in 2025.



TOD Project Status November 2001

The King County Transit Oriented Development (TOD) Program began in 1998. This report includes information on TOD projects and some related efforts being managed by the county's Department of Construction and Facilities Management (DCFM) and by Sound Transit. Two projects are completed, two are under construction, developers have been selected for six, solicitations are open for one, feasibility studies are underway for eleven projects, and initial discussions are going on for six. In 1999, the county retained Economics Research Associates (ERA) to rank park-and-ride sites from a private development perspective. TOD and Metro staff have completed additional analyses.

Completed

- **Northgate North** (Target & Best Buy), Seattle – The Touchstone Corporation's four-story retail project opened in October 2000. The right-of-way for the new NE 112th Street, a City of Seattle condition of approval, was the southern portion of the county's park-and-ride on 5th Avenue NE. The county sold the right-of-way to the city in 1999. Touchstone is providing sixty replacement park-and-ride spaces in its parking structure until the park-and-ride is relocated.
- **Renton Transit Center park-and-ride** (Metropolitan Place), Renton – 90 apartments, 150 new park-and-ride stalls. Construction of garage is complete. Park-and-ride stalls opened for use in August 2001. First phase of apartments scheduled for occupancy in November 2001, remainder scheduled to open in February 2002. Expanded transit center opened in September 2001.

Under Construction

- **The Village at Overlake Station**, Redmond – 308 apartments, day-care, shared parking structure. First apartment complex expected to open for occupancy in December 2001, with project completion scheduled for June 2002. Garage should be available for park-and-ride users by February 2002.
- **Kent Sound Transit Garage** – King County has agreed to contribute towards the cost of adding a fifth floor (191 spaces) to Sound Transit's commuter rail garage in downtown Kent. These additional stalls for Metro park-and-ride customers will replace those being eliminated by the sale of the James Street lot. Garage to open in July 2002, with a total of 871 parking stalls.

Developer Selected

- **Denny Triangle Green Streets**, Seattle – King County and the City of Seattle have approved a transfer of development credits (TDC) program. The county has agreed to provide \$500,000 and has obtained another \$500,000 of federal Congestion Mitigation and Air Quality (CMAQ) funds for urban amenities like green streets. Related efforts include the Convention Place TOD project and providing transportation demand management (TDM) measures for other mixed use TOD projects in the area.
- **Doces Building**, Seattle – County DCFM lead; Request for Proposal (RFP) has been issued and a purchase and sale agreement has been entered into. Buyer is currently negotiating a relocation proposal with the major tenant, McDonalds. Final agreement is expected in 2001.
- **Kent James Street** – KC/DOT has determined the lot is underutilized and no longer needed for park-and-ride use due to planned Commuter Rail garage being built. Majority of present demand is expected to be satisfied by rail service by 2003. Existing James Street lot is being subdivided into two parcels. The City of Kent is planning to purchase the larger 8-acre section, possibly for development of public sector offices. Smaller 2-acre lot will be kept by the county for continued Metro park-and-ride use (100 stalls). Existing facility was 80% Federal Transit Administration

(FTA)-funded, 20% state-funded. County plans to transfer federal and state financial interest before the sale is finalized.

- **North Kingdome Lot**, Seattle – A county-funded pedestrian bridge has been completed over the railroad tracks connecting the International District and Union Station development to the North lot of the former Kingdome and Pioneer Square. A five party agreement between King County, City of Seattle, Washington State Public Stadium Authority (PSA), First & Goal Inc. (FGI), and Washington State Department of Transportation (WSDOT) allows for a mixed-use development on the site provided that not less than 60% of the development (including accessory parking) is dedicated to housing. County and PSA each own half of the lot. KC/DOT is interested in the potential for off-street bus layover on this site. FGI has an option to develop the site and recently hired a consultant who is in the process of creating a master plan.
- **Olson-Myers**, Seattle (sale of majority of lot to Apprenticeship Training, retention of 100 stall park-and-ride lot) –Apprenticeship Training Trust was selected to develop the majority of the lot for a training facility for painting and other trades. Agreed price is \$2 million. Site design is underway and the county and Apprenticeship Trust have signed purchase and sale agreement. Closing is set for December 31, 2001.
- **Tashiro-Kaplan Building**, Seattle – County DCFM lead; RFP issued and buyer selected. Council has authorized the disposition of the site to Tashiro-Kaplan Limited Partnership. Closing is in the second quarter of 2002.

RFP &/or Surplus

- **Burien** – A Request for Information (RFI) was issued March 30, 2001, to compile a list of interested teams for development of the park-and-ride. Recent market study indicates there is a market for mixed-use TOD in downtown. King County and the City of Burien will encourage private development. The public investment will include a new downtown Transit Center, off street bus layover, and structured park-and-ride replacing the surface stalls. Surplus portion of lot to be sold for private housing/retail redevelopment. County owns site; 403 stalls; 4.3 acres. An RFP will likely be issued after the city has committed to participating in the development. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.

Feasibility Studies Underway

- **Brickyard**, unincorporated, near Bothell – Ownership part county and part state. State owns 3.89-acre parcel, including existing park-and-ride lot, appraised at \$1.5 million in June 1999. County owns undeveloped 18.23 acre-parcel. Park-and-ride has 247 parking spaces and transit service operating through the lot. Developer expressed interest in 2001. Additional parking capacity is needed at the site as utilization has increased to an average of 101%. The level of community support needs to be determined. Wetland analysis is being conducted. Site is zoned Office, allowing residential as part of a mixed-use development.
- **Convention Place**, Seattle – Ownership part county and part state; Sound Transit acquiring state portion for transfer to county; four acres; preliminary designs for TOD project updated in 2001 include five to six skyscrapers, urban plaza, underground parking and bus layover, and bus ramps to Terry Avenue and I-5. Project is included in the Bus Tunnel Transfer Agreement between King County, Sound Transit, and the City of Seattle of June 2000; update being prepared for adoption in spring 2002. A stakeholder workshop was held May 23, 2001. New site designs and market, cost and revenue analyses will be completed for the county by the end of 2001. On September 27, 2001, Sound Transit selected Convention Place as the northern terminus of the first phase of light rail. Four alternatives for the route north to the University of Washington and Northgate will be under study for the next two years. Two alternatives may include bus and rail passenger facilities at Convention Place and two

others may not. The Seattle City Council may amend Space Needle view corridor protection policy in November 2001.

- **Federal Way** – Sound Transit is planning to locate a 1,200 stall Regional Express garage, transit center, and freeway access ramp on site just north of existing King County 320th Street park-and-ride. City has asked Sound Transit to plan for TOD as part of garage facility. Sound Transit plans to purchase several parcels including a parcel for possible TOD development.
- **Kent Municipal Parking Lot** – County has conducted market and architectural analyses to develop for TOD the 3-acre municipally owned parking lot one block north of Borden site, ¼ mile from rail station. Fully built out, TOD development on the municipal block could include 90,000 SF of mixed use retail, office, and commercial, plus 100 housing units, with 400-stall garage that includes Metro park-and-ride. City and county have agreed to work together to pursue TOD at this site. City is working on a financing package for the garage. Sharing of some stalls with county for park-and-ride users would defray some of the garage costs. Development would be phased. A private developer is interested in phase one.
- **Kenmore** (on SR 522) – County owned, appraised at \$1.85 million in May 1999, 5 acres, 432 parking stalls, good service, service runs through lot, may need to expand parking. Constraints include wetland, traffic and church access. Possible expansion of lot into adjoining property to replace displaced Northshore demand (see Northshore lot below). Currently zoned residential, 24 units/acre but comprehensive plan designation is Public Institution. Lot is walking distance to supermarket, library, and drug store.
- **Northgate Transit Center** – King County, the City of Seattle and Sound Transit intend to integrate TOD with the proposed light rail station, bus transit center, park-and-ride consolidation and expansion, and off-street bus layover projects. These efforts may be integrated with or undertaken separately from proposed development of the mall's south lot, a new city branch library, and a new city community recreation center.
- **Northshore lot in Kenmore** – County owned, appraised at \$1.75 million in February 2001, 4.7 acres. Good TOD potential, clean level site with Lake Washington views. County is currently conducting feasibility study of co-locating housing and retail facility. Site is not suitable for continued park-and-ride use; potential for moving present demand closer to SR522 (see Kenmore lot above). Current zoning of

residential, 24 units/acre, is consistent with Kenmore's newly adopted comprehensive plan. Site is walking distance to Kenmore's main commercial area. Current utilization is about 33% of the 400 stalls. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.

- **Shoreline** – State owned, appraised at \$5.045 million in June 1999, 5.78 acres, 400 parking stalls, good service, will need to expand parking. County will work with City of Shoreline and other interested parties including Shoreline and Edmonds community colleges and the YMCA. Recent ERA market analysis determined several interesting TOD opportunities at the site. Internal workshop was conducted on May 9, 2001 to determine preliminary alternatives. Proposal containing two preliminary concepts was submitted to WSDOT on June 22, 2001 for state review.
- **South Kirkland**, Bellevue/Kirkland – County owned, 6.95 acres, 603 parking stalls, service runs through the lot, may be a potential hub, may need parking expansion. Site straddles border between Kirkland and Bellevue; Kirkland portion is zoned Professional Office, Bellevue portion is Residential, 15 units/acre. City of Kirkland interested in TOD in 2001; Sound Transit road improvement proposed near park-and-ride. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.
- **Tukwila** – Sound Transit Commuter Rail station planned at Boeing/Longacres property. The potential for TOD on larger property is being investigated by the City of Tukwila and Sound Transit. Fiscal 2000 U.S. Senate appropriations bill includes \$1.5 million to the City of Tukwila for TOD.
- **U-District Layover**, Seattle –This project has been dormant due to the loss of state Transportation Improvement Board (TIB) grant funds due to the passage of I-695. Preliminary market analysis and design work was completed for off-street bus layover, two office towers, condo and apartment structures including childcare, retail and structured parking. Adopted neighborhood plan supports mixed-use. Site owned by private parties and retail association.

Discussions Underway

- **Issaquah Highlands** – A new 500 to 1000 stall park-and-ride will be included as part of Port Blakely development, with location to be determined. A half-day workshop was conducted with Port Blakely, City of Issaquah and King County on June 22,

2001 to determine alternatives for possible TOD. County Roads is pursuing design of North Spar Road in an extended one-way couplet configuration. Project scheduled for completion in 2003.

- **Kingsgate**, Kirkland, Totem Lake – State owned, appraised at \$2 million in July 1999, 8.24 acres, 502 parking stalls. Funding for acquisition was 90% Federal Highway Administration (FHWA), 10% WSDOT. City of Kirkland interested in TOD 2001; Sound Transit improvements for Totem Lake area under consideration.
- **Kirkland CBD** – Sound Transit project to move existing Transit Center off-street or to enhance it on-street, two off-street sites identified both consisting of several privately owned parcels: Kirkland Avenue and Third Street, and Park Lane and Third Street. City interested in off-street TOD, level of community support needs to be determined and funding secured.
- **North Lake Union**, Seattle – Two parcels close to Gasworks Park and on Burke-Gilman Trail, currently Metro operations facilities, both zoned Industrial Commercial but near new office and luxury condominium developments and older single family homes. Densmore parcel is on slope, Northlake parcel is on waterfront. Both parcels have city and lake views. Site cleanup has been completed but relocation of Metro uses would be required.
- **Redmond CBD** – County owned, appraised at \$6 million in March 1999, 5.58 acres, 344 parking stalls. Ideal location for TOD. KC/DOT may want to relocate the existing on-street transit center onto the site. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.
- **Woodinville** – State owned, appraised at \$3.4 million in June 1999, 6.5 acres, 470 parking stalls, includes layover, service runs through lot. Good for residential and/or commercial TOD; services within walking distance. Existing facility was 90% FHWA funded, 10% state-funded. City and developer interested in TOD 2001; Sound Transit speed and reliability project by park-and-ride proposed. City is examining height restriction and view issues.

APPENDIX E

Consistency with other Plans

APPENDIX E

CONSISTENCY OF THE SIX-YEAR PLAN WITH OTHER PLANS

Consistency with Metro Comprehensive Plan Policies— Long Range Policy Framework	
Metro Comprehensive Plan Policies	Metro Six-Year Plan
Policy Coordination	
<p>3.1.1: Growth Management. Support local and regional growth management plans and policies. Within each subarea, focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the urbanized growth area of King County.</p> <p>Work with local jurisdictions to meet the goals and requirements related to transit services and facilities that are contained in the Growth Management Act, the Countywide Planning Policies and the Multi-County Planning Policies.</p>	<p>The Six-Year Plan (SYP) proposes to focus new and existing service resources on activity centers to support local and regional growth management plans. The service recommendations are designed to target land use concentrations.</p>
<p>3.1.2: Transportation Demand Management. Within subareas, give priority (such as a larger share of that subarea's service subsidy, earlier implementation of service improvements, capital improvements, or technical assistance) to areas or employers implementing effective demand management programs (such as ride-matching, subscription buses, or incentive programs) or HOV-supportive land use actions (such as increased density or transit-oriented design policies). Collaborate with jurisdictions and other affected parties to implement service and facilities in conjunction with these programs. Work with local jurisdictions to establish evaluation criteria for determining priorities.</p>	<p>The SYP is consistent with this policy.</p>
<p>3.1.3: Commute Trip Reduction. Work with employers to ensure that viable, non-SOV commute options exist for employees in order to achieve reductions in SOV use.</p>	<p>Employment concentrations are the primary targets of service design in the SYP.</p>
<p>3.1.4: Regional Transit Project. Fulfill local transit agency responsibilities as defined in the Regional Transit System Plan.</p>	<p>The SYP is consistent with this policy.</p>
Service and Capital Development	
<p>3.2.1: Service Concept. Work collaboratively with governments and communities to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, inter-community, and local service needs. Actively develop, implement and promote non-conventional public transportation options as part of that system.</p>	<p>. The SYP is consistent with this policy.</p>
<p>3.2.2: Mobility. Provide mobility for persons who, by choice, disability, or circumstance rely on public transportation as their primary means of travel.</p>	<p>SYP service recommendations improve the quality of public transportation services and are therefore consistent.</p>
<p>3.2.3: Service Quality. Regularly review customer satisfaction with the public transportation system. Design and operate service and facilities to meet both existing and future customer needs and improve satisfaction where needed.</p>	<p>SYP service recommendations would improve service frequency, directness, span of service, and connectivity.</p>

Appendix E (continued)	
Metro Comprehensive Plan Policies	Metro Six-Year Plan
<p>3.2.4: System Integration and Access. Plan, design, and implement a system of services and facilities that support integration of regional and local services, and that facilitate access to the system for pedestrians, bicycles, transit collection/distribution services, and persons with disabilities, thereby providing a viable alternative to auto usage.</p>	<p>The SYP is consistent with this policy.</p>
<p>3.2.5: Environmental Protection. Support preservation of environmental quality with service and capital investments resulting in fewer detrimental impacts on air and water quality, noise reduction and better regional mobility.</p>	<p>The SYP is expected to attract increased ridership. Hybrid coaches are projected to emit less pollution than diesel buses but more pollution than electric trolley buses.</p>
<p>3.2.6: Service and Facility Development and Implementation Guidelines. Establish service and facility development guidelines to ensure the effectiveness and efficiency of the system, and address public transportation's role in growth management. These guidelines shall be used to allocate and implement service changes and capital improvements during the six-year planning and annual service investment processes. These guidelines will include, but not be limited, to:</p> <ul style="list-style-type: none"> • descriptions of the conditions under which different types of services and facilities are appropriate; • basic and enhanced transit level-of-service targets; • facility access requirements, including non-motorized access; • mode split goals; and • performance measures. <p>These guidelines also will include evaluation criteria for allocating services and facilities including, but not limited to, consideration of:</p> <ul style="list-style-type: none"> • demand management programs and • HOV supportive land use actions, such as parking supply reductions and transit-friendly design standards. <p>It is understood that the Regional Transit Committee of the Metropolitan King County Council will be responsible for reviewing the proposed guidelines and criteria.</p>	<p>The SYP proposed targets to evaluate progress toward the implementation of the plan and describes a process for phasing service and capital improvements.</p>
Local Jurisdiction and Community Involvement	
<p>3.3.1: Planning. Ensure a balance between local and regional service needs by involving members of the community, local jurisdictions, and the regional transit authority (where applicable) in the planning, review and implementation of services and facilities. Within each subarea, collaborate with members of the community, employers, and staff and elected officials of local jurisdictions to collectively develop service and capital development priorities to be included in transit planning efforts including, but not limited to, the six-year plans and annual service change and capital investment programs.</p>	<p>The SYP and related service implementations were developed through a collaborative process with local jurisdictions, subarea groups (Eastside Transportation Program [ETP], South County Area Transportation Board [SCATBd], and the SeaShore Transportation Forum), ad-hoc citizen panels, the King County Transit Advisory and Accessible Services Committees, and the general public.</p>
<p>3.3.2: Role of the Public in Planning. Develop and implement an open public involvement program designed to obtain input from the public for transit service and facility planning. This process should focus on achieving successful and productive public participation in transit service and facility planning efforts.</p>	<p>The public involvement process for the SYP included a needs assessment, active involvement of a citizens advisory group, community presentations, sounding boards, and public meetings.</p>

Appendix E (continued)	
Metro Comprehensive Plan Policies	Metro Six-Year Plan
<p>3.3.3: Role of Local Jurisdictions in Planning. Establish a collaborative planning process with local jurisdictions to address local service and facility needs. Metro staff will work with local jurisdictions' staff and elected officials to ensure input into the guidelines for service and facility development, and into the plans for service and facilities within each jurisdiction. Local jurisdictions will have the opportunity to propose local transit service and facility plans to Metro, and to review and comment on the transit service and facility plans being considered by Metro. Adopted service plans should reflect the needs of local jurisdictions. It is understood that the Regional Transit Committee of the Metropolitan King County Council will be responsible for reviewing the proposed guidelines and plans for local transit services and facilities, and will provide recommendations to the Metropolitan King County Council, to ensure consistency and coordination among local service and facility plans and with countywide and regional plans.</p>	<p>The process for developing the SYP has featured monthly meetings with staff groups, and regular meetings with groups of elected officials (ETP, SCATBd, and SeaShore).</p>
<p>3.3.4: Implementation. Work with local jurisdictions to expedite review and development of service and capital facility improvements.</p>	<p>The SYP is consistent with this policy.</p>
Financial	
<p>3.4.1: Operating Subsidy Allocation. Allocate new service subsidy resources to each subarea within King County in proportion to the projected population of that subarea, as represented by adopted Puget Sound Regional Council (PSRC) population forecasts for the year 2000: West subarea—34 %; East subarea—30%; South subarea—36%. The percent distribution will be updated to reflect changes in the PSRC General Assembly.</p>	<p>The SYP amends the allocation policy. Service recommendations in the SYP are projected to result in the following resource allocation: East subarea-40%; Seattle/North King County (formerly referred to as West) subarea-20%; South subarea-40%.</p>
<p>3.4.2: Transportation System Management (TSM) Capital Allocation. Implement a public transportation capital development program to: construct and purchase basic system infrastructure (e.g., operating bases); facilitate the provision of regional services (e.g., park-and-ride lots); and enhance the provision of local services (e.g., transit corridor improvements, bicycle and pedestrian access improvements). Through the six-year planning process, develop evaluation criteria to allocate TSM resources among subareas and competing projects. These criteria will include, but not be limited to, HOV-supportive policies in local and regional comprehensive plans, local support, and performance indicators.</p>	<p>The SYP contains a recommended capital program.</p>
<p>3.4.3: OR/OE Ratios. Establish, and review annually, targets for system-wide and subarea operating-revenue-to-operating expense (OR/OE) ratios, and (OR/OE) for each type of public transportation service.</p>	<p>The SYP continues an evaluation of performance that is consistent with this policy.</p>
<p>3.4.4: Multi-Year Financial Planning. Maintain a multi-year financial plan and cashflow projection of six years or more, estimating service growth, operating expenses, capital requirements, reserves and debt service.</p>	<p>The SYP budget assumptions and phasing process are consistent with this policy.</p>
<p>3.4.5: Partnerships. Maximize the effectiveness of local public transportation funds by pursuing joint financing of service and capital development opportunities with other public agencies and with private interests.</p>	<p>The planning process for the SYP has included CTR employers and TMAs; pursuit of partnerships is identified as one of the strategies of the plan.</p>

Appendix E (continued)	
Countywide Planning Policies	Metro Six-Year Plan
FW-18. The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options. This system shall be cooperatively planned, financed, and constructed. Mobility options shall include a High Capacity Transit system which links the urban centers and is supported by an extensive High Occupancy Vehicle system, local community transit system for circulation within the centers and to the non-center urban areas, and non-motorized travel options.	The Six-Year Plan (SYP) has been cooperatively planned; the Sound Move system proposed by the Regional Transit Authority (RTA), now Sound Transit, was adopted in November 1996. ST planning and implementation continue. SYP proposes continued integration with ST and more efficient use of freeway HOV lanes, better access to transit facilities for pedestrians and cyclists.
FW-19. All jurisdictions in the county, in cooperation with Metro, the Metropolitan Planning Organization, and the State, shall develop a balanced transportation system and coordinated financing strategies and land use plan which implement regional mobility and reinforce the county wide vision. Vision 2020 Regional Growth Strategies shall be recognized as the framework for creating a regional system of Centers linked by High Capacity Transit and an interconnected system of freeway High Occupancy Vehicle (HOV) lanes, and supported by a transit system.	ST and Metro services connect the regional centers.
FW-20. In recognition of the fact that King County is the regional freight distribution hub and a major international trade gateway, and that freight transportation is one of the state's most important basic sector economic activities, goods mobility by modes shall be included as a component of comprehensive plans.	Not applicable.
FW-21. Infrastructure planning and financing shall be coordinated among jurisdictions to direct and prioritize countywide facility improvements to implement the countywide vision and land use plans.	In progress.
FW-22. Where appropriate, King County and its cities shall adopt a clear definition of level-of-service and concurrency requirements and establish a consistent process for implementing concurrency, including accountability for impacts for adjacent jurisdictions.	LOS guidelines were adopted in the Long-Range Policy Framework (LRPF).
FW-23. Each jurisdiction shall identify the facilities needed to ensure that services are provided consistent with the community's adopted service levels. Timelines for the construction of the needed facilities shall be identified.	Needed capital improvements are identified.
FW-32. Public capital facilities of countywide or statewide nature shall be sited to support the countywide land use pattern, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Amenities or incentives shall be provided to neighborhoods/jurisdictions in which facilities are sited. Facilities must be prioritized, coordinated, planned, and sited through an interjurisdictional process established by the GMPC or its successor.	Not applicable.
LU-10. The Rural Area shall have low densities which can be sustained by minimal infrastructure improvements, such as septic systems and rural roads. King County, cities adjacent to Rural Areas, and other agencies providing services to Rural Areas, shall adopt standards for facilities and services in Rural Areas that protect basic public health and safety, and enhance the environment, but urban facilities and services should not be provided to Rural Areas. Utilities, roads, and other infrastructure improvements may only be extended through rural areas to serve existing urban areas.	Only slight improvements in service are proposed for rural municipalities.

Appendix E (continued)	
Countywide Planning Policies	Metro Six-Year Plan
<p>LU-11. Comprehensive plans covering nearby Urban Areas shall consider the potential impacts of urban development on the adjacent Rural Area. Development in Urban Areas shall not significantly increase peak flows or pollution in Rural Area streams. Urban-generated traffic should not cause rural roads to be upgraded to urban standards. Where a rural arterial must be upgraded to accommodate urban-generated traffic, it should include features such as screening and limited access within the Rural Area to lessen the road's impact on surrounding rural lands, including pressure to convert them to higher-intensity uses. Funding for such improvements should be primarily the responsibility of the benefiting jurisdiction.</p>	Not applicable.
<p>LU-19. Rural level standards for streets should be refined to minimize clearing and grading, and avoid conflicts with the natural landscape. Pavement width should be no wider than needed to meet safety considerations and accommodate designated bicycle/ pedestrian routes.</p>	Not applicable.
<p>LU-25. King County, in collaboration with affected governments, agencies and citizens shall prepare the following products:</p> <ul style="list-style-type: none"> a. A manual on rural infrastructure design (including an examination of alternative sewage treatment technologies), fire/wildfire protection, and service standards; b. Recommended revisions to King County's land development regulations to address issues such as incentives for reconsolidation of nonconforming and unbuildable lots, application of current regulations if discretionary extensions of preliminary plat approvals are allowed, and subdivision site design to minimize conflict with nearby farming and forestry activities; c. A strategy to persuade the banking industry and its regulators to revise lending criteria to remove obstacles to affordable housing on large lots, and to invest in environmentally sound land management practices; and d. A strategy to persuade the federal and state governments to devise domestic water quality standards and monitoring requirements that protect the environment and public health at a reasonable cost so as to avoid financial pressure to convert Rural Areas to higher densities. 	Not applicable.
<p>LU-64. All activity Areas that achieve sufficient employment and household densities should receive frequent peak hour transit service. Activity Areas may contain a high-capacity transit station or transit hub in the activity area:</p> <ul style="list-style-type: none"> a. Is on an HCT corridor, or can serve as a transit hub; b. Has pedestrian, bicycle, and transit-supportive site planning, building design and road design regulations; and c. Has parking regulations to encourage transit use. 	The SYP is consistent with this policy.
<p>LU-72. All jurisdictions shall establish mechanisms to encourage transit use. Examples of potential mechanisms include a charge for SOV parking and/or a limit on the number of parking spaces for single occupancy vehicles within each existing business/office park. Bicycle and pedestrian supportive design should be encouraged.</p>	Service and capital improvements recommended in the SYP complement these mechanisms and are dependent on strong land use commitments by local jurisdictions.

Appendix E (continued)	
Countywide Planning Policies	Metro Six-Year Plan
<p>T-1. The countywide transportation system shall promote the mobility of people and goods and shall be a multi-modal system based on regional priorities consistent with adopted land use plans. The transportation system shall include the following:</p> <ul style="list-style-type: none"> a. An aggressive transit system, including High Capacity Transit; b. High Occupancy Vehicle facilities; c. Freight railroad networks; d. Marine transportation facilities and navigable waterways; e. Airports; f. Transportation Demand Management actions; g. Non-motorized facilities; and h. Freeways, highways, and arterials. 	The SYP is consistent with this policy.
<p>T-2. King County, its cities, adjacent counties, Metro, and the Washington State Department of Transportation (WSDOT) shall support the continuous, comprehensive and cooperative transportation planning process conducted by the Puget Sound Regional Council (PSRC) pursuant to its Metropolitan Planning Organization (MPO) designation. The primary forum for the development of regional transportation systems plans and strategies shall be the PSRC, as the MPO.</p>	Not applicable.
<p>T-3. The annual update and approval of the six-year Transportation Improvement Program (TIP) by the PSRC should be the primary tool for prioritizing regional transportation improvements and programming regional transportation revenues.</p>	Not applicable.
<p>T-4. The GMPC or its successor shall have the ongoing responsibility for the following:</p> <ul style="list-style-type: none"> a. Developing and maintaining coordinated level-of-service standards and a concurrency system for countywide transit routes and arterial streets, including state facilities; b. Developing regionally consistent policies for implementing countywide Transportation Demand Management actions and the Commute Trip Reduction Act including, but not limited to, parking policies, with an examination of price as a determinant of demand; and c. Developing and recommending transportation financing strategies, including recommendations for prioritizing capacity improvements eligible to receive federal funds available to the region under the Inter-modal Surface Transportation Efficiency Act (ISTEA). 	The LRPF calls for Metro to work with local jurisdictions to implement consistent parking policies that support the Commute Trip Reduction Act.
<p>T-5. Each Urban Center will be providing for a minimum of 15,000 jobs and should be served by High Capacity Transit (HCT). Each Manufacturing Center containing a minimum of 15,000 jobs and having sufficient employment densities to support HCT should be served by HCT. All jurisdictions that would be served by HCT shall plan for needed HCT rights-of-way, stations and station supportive transportation facilities and land uses in their comprehensive plans. The land use and transportation elements of comprehensive plans shall incorporate a component to reflect future improvement needs for High Capacity Transit. Interim regional transit service should be provided to centers until the center is served by HCT. If voters do not approve HCT local option taxes, jurisdictions shall address this implication in the reassessment phase.</p>	Not applicable.

Appendix E (continued)	
Countywide Planning Policies	Metro Six-Year Plan
T-6. WSDOT should assign a high priority to completion of the core HOV lanes in the central Puget Sound region. King County, its cities, and Metro Council representatives on the Transportation Policy and Executive Boards of the Puget Sound Regional Council (PSRC) shall make completion of this system a high priority in programming the federal funds available to the region.	The SYP supports this priority.
T-7. The transportation element of Comprehensive Plans shall include pedestrian and bicycle travel as part of the transportation system and be developed on a coordinated, regional basis. The bicycle and pedestrian element shall be a part of the funding component of the capital improvement program.	Improved pedestrian and bicycle facilities will be included in all passenger facilities prioritized by the SYP. The SYP proposes a capital program to improve nonmotorized access to transit facilities.
T-8. In order to maintain regional mobility, a balanced multi-modal transportation system shall be planned that includes freeway, highway, and arterial improvements by making existing roads more efficient. These improvement should help alleviate traffic congestion problems, enhance HOV and transit operations, and provide access to new desired growth areas, as identified in adopted land use plans. General capacity improvements promoting only Single Occupant Vehicle traffic shall be a lower priority. Transportation plans should consider the following mobility options/needs: a. Arterial HOV treatments, b. Driveway access management for principal arterials within the Urban Growth Area; and c. Improvements needed for access to manufacturing and industrial centers, marine and air terminals.	The SYP proposes an increased commitment to transit speed and reliability improvements.
T-9. Level-of-service standards shall be used as a “tool” to evaluate concurrency for long-range transportation planning, development review and programming of transportation investments.	Level-of-service standards for roadways are not applicable.
T-10. Each local jurisdiction shall establish mode-split goals of non-SOV travel to all significant employment centers to reflect that center’s contribution to the solution of the regions transportation problem. Mode-split goals will vary according to development densities, access to transit service and other alternative travel modes and levels of congestion. Comprehensive plans shall demonstrate what transportation system improvements, demand management and land use strategies will be implemented to achieve these mode-split goals. These local goals shall be coordinated to achieve county and regional goals.	Not applicable, though the improved network recommended in the SYP may make attainment of goals more likely.
T-11. Elements to be considered in the level-of-service standard are mobility options that encourage the use of transit, other high occupancy vehicles, demand management actions, access to transit, and non-motorized modes of travel. These standards shall be consistent with the requirements of the Commute Trip Reduction Act.	Level-of-service standards for roadways are not applicable.
T-12. Mode split goals and measures of mobility for transit, ride-sharing and non-motorized travel shall be established by local jurisdictions and Metro.	The SYP proposes benchmarks to evaluate progress in meeting the plan’s objectives.

Appendix E (continued)	
Countywide Planning Policies	Metro Six-Year Plan
<p>T-13. Level-of-service standards shall vary by differing levels of development patterns and growth management objectives. Lower arterial standards, tolerating more congestion, shall be established for urban centers. Transit LOS standards may focus on higher service levels in and between centers and decrease as population and employment densities decrease.</p>	<p>The service recommendations of the SYP are consistent with this policy.</p>
<p>T-14. Metro should develop transit level-of-service standards which provide the county and cities with realistic service expectations to support adopted land uses and desired growth management objectives. These standards should consider that route spacing and frequency standards are necessary for differing service conditions including:</p> <ul style="list-style-type: none"> a. Service between designated centers served by High Capacity Transit; b. Service between designated centers not served by High Capacity Transit; and c. Service to areas outside centers. 	<p>Level-of-service standards for roadways are not applicable; however, model public transportation service level guidelines exist and can be found in the Transit Capacity and Quality of Service Manual.</p>
<p>T-15. Local governments shall work together to reassess regional land use and transportation elements if transportation adequacy and concurrency cannot be met. Should funding fall short for transportation improvements or strategies needed to accommodate growth, the following actions should be considered:</p> <ul style="list-style-type: none"> a. Adjust land use and level-of-service standards to better achieve mobility and the regional vision; b. Make full use of all feasible local option transportation revenues authorized but not yet implemented; and c. Work with WSDOT, Metro, and the private sector to seek additional state transportation revenues and local options to make system improvements necessary to accommodate projected employment and population growth. 	<p>The SYP calls for Metro to work with local jurisdictions to find alternative sources of revenue to fund transportation improvements.</p>
<p>T-16. Transportation elements of Comprehensive Plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacements and to meet public safety objectives in a cost-effective manner.</p>	<p>The SYP utilizes existing fleet and capital facilities more intensively. The capital plan emphasizes maintenance of existing infrastructure.</p>
<p>T-17. Developer impact fees shall be structured to ensure that new development contributes its fair share of the resources needed to mitigate the impact on the transportation system. Adjoining jurisdictions shall execute interlocal portion of the improvement attributable to correcting existing deficiencies.</p>	<p>Not applicable.</p>
<p>T-18. Existing local option transportation funding shall be applied within King County as follows:</p> <ul style="list-style-type: none"> a. Employee tax base—reserved for city street utility development; b. Commercial parking tax—defer action, pending development of a regional TDM strategy; c. HOV acceleration financing—defer until after High Capacity Transit vote; and d. Local option gas tax—consider as potential source to address transportation “concurrency” needs of county and cities only after vote on High Capacity Transit. 	<p>.</p> <p>Legislature may provide new regional transportation districts this authority State may fund completion of I-5 South HOV lanes. King County has this authority.</p>

T-19. Regional revenues (such as Inter-modal Surface Transportation Efficiency Act funds) which provide discretion should be used to address regional mobility projects and strategies, including such strategies as creating centers or enhancing transit/HOV mode split.	Not applicable.
T-20. Consistent with the countywide vision, local governments shall coordinate with the State on land use and transportation systems and strategies which affect state facilities and programs.	Not applicable.
T-21. State capital improvement decisions and policy actions shall be consistent with regional and countywide goals and plans. The State shall ensure its transportation capital improvement decisions and programs support the adopted land use plans and transportation actions.	Not applicable.
T-22. The State and local governments shall use the same capital programming and budgeting time frame that all local governments and the county use, a minimum of six years, for making capital decisions and for concurrency management.	The time frame of the SYP is consistent with this policy.
T-23. King County, the cities, the Puget Sound Regional Council, the State, Metro, and other transportation providers shall identify significant regional and/or countywide land acquisition needs for transportation and establish a process for prioritizing and siting the location of transportation facilities.	The SYP recommends a capital improvement program and proposes a process to phase and prioritize facility improvements.

Appendix E (continued)	
Multicounty Transportation Policies	Metro Six-Year Plan
<i>Optimize and Manage the Use of Transportation Facilities and Services</i>	
<p>RT-8.1. Develop and maintain efficient, balanced, multi-modal transportation systems which provide connections between urban centers and link centers with surrounding communities by:</p> <ul style="list-style-type: none"> a. Offering a variety of options to single-occupant vehicle travel; b. Facilitating convenient connections and transfers between travel modes; c. Promoting transportation and land use improvements that support localized trip-making between and within communities; d. Supporting the efficient movement of freight and goods. 	<ul style="list-style-type: none"> a. The Six-Year Plan (SYP) would improve the fixed-route transit network, flexible local service, and vanpool program; and it would offer a variety of new service initiatives. b. Service frequency, system connectivity, and passenger facilities would also be improved by the SYP recommendations. c. The SYP would increase the investment in local services. d. Not applicable.
<p>RT-8.2. Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.</p>	<p>Integration with ST regional services and better connections with ferries and Sea-Tac International Airport, and improved pedestrian and bicyclist access are components of the SYP.</p>
<p>RT-8.3. Maintain and preserve the existing urban and rural transportation systems in a safe and usable state. Give high priority to preservation and rehabilitation projects which increase effective multimodal and intermodal accessibility, and serve to enhance historic, scenic, recreational, and/or cultural resources.</p>	<p>Metro's capital program includes funds for maintenance and replacement of transit facilities.</p>
<p>RT-8.4. Maximize multimodal access to marine ferry routes through:</p> <ul style="list-style-type: none"> a. Coordinated connections to land-based transit service; b. Safe and convenient bicycle and pedestrian linkages; c. Preferential access for high occupancy vehicles, and freight and goods movement on designated routes. 	<p>The SYP service recommendations include better service frequencies to the Washington State Ferry terminals at Fauntleroy and downtown Seattle.</p>
<p>RT-8.6. Promote efficient multimodal access to interregional transportation facilities such as airports, seaports, and intercity rail stations.</p>	<p>The SYP recommends increased service.</p>
<p>RT-8.8. Support transportation system management activities, such as ramp metering, signalization improvements, and transit priority treatments, to achieve maximum efficiency of the current system without adding major new infrastructure.</p>	<p>The SYP proposes increased emphasis on the transit speed and reliability improvement program.</p>

Appendix E (continued)	
Multicounty Transportation Policies	Metro Six-Year Plan
<i>Manage Travel Demand Addressing Traffic Congestion and Environmental Objectives</i>	
RT-8.11. Promote demand management and education programs that shift travel demand to non-single occupant vehicle travel modes and to off-peak travel periods, and reduce the need for new capital investments in surface, marine and air transportation.	The SYP would increase the supply of non-SOV options for peak period travel, including that to major employment centers. The increased service would support existing demand management and education programs in shifting travel demand away from the SOV.
RT-8.12. Support transportation system management programs, services, and facility enhancements which improve transit's ability to compete with single-occupant vehicle travel times.	The SYP would provide capital improvements to improve transfer facilities, transit speed and reliability, and utilization of existing capital facilities to improve speed and coverage of transit trips.
RT-8.13. Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high-occupancy vehicle, and nonmotorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers. Such goals should be set for 5- to 10-year periods and periodically updated in consultation with local jurisdictions, transit agencies, and WSDOT.	The SYP would increase service between urban centers and in major corridors, supporting goals to increase proportional travel by transit.
RT-8.14. Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.	The SYP proposes transit investments in urban centers and along corridors connecting centers to enhance transit as an alternative to SOV travel.
<i>Focus Transportation Investments Supporting Transit and Pedestrian-Oriented Land Use Patterns</i>	
RT-8.17. Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.	The SYP focuses service improvements on urban centers and allows consideration of improvements to the electric trolley bus system. Hybrid coaches are projected to emit less pollution than diesel buses but more pollution than electric trolley buses.
RT-8.18. Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in centers.	Service and capital improvements would promote use of transit to compact, pedestrian-oriented areas, increasing the demand for and use of pedestrian facilities and reducing the need for SOV trips to these areas.
RT-8.19. Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.	Capital improvements would make targeted auto-dominated arterials more pedestrian-friendly. Increases in service frequency and reliability along lower density auto-dominated arterials would support non-SOV trips to these areas, increasing demand for and use of pedestrian facilities.
RT-8.20. Encourage a mix of land uses and densities at major transit access points to meet passenger needs and offer an opportunity to reduce vehicle trips.	Development of transit hubs and an economic development program would encourage pedestrian-oriented mixed-use development at major transit access points.
RT-8.21. Promote the development of local street patterns and pedestrian routes that provide access to transit service within convenient walking distance of homes, jobs, schools, stores, and other activity areas.	The network design of the SYP service recommendations focuses on serving areas with concentrations of commercial uses and multifamily housing.

Appendix E (continued)	
Multicounty Transportation Policies	Metro Six-Year Plan
<i>Focus Transportation Investments Supporting Transit and Pedestrian-Oriented Land Use Patterns (continued)</i>	
<p>RT-8.22. Support the establishment of high capacity transit stations that advance regional growth objectives by:</p> <ul style="list-style-type: none"> a. Maximizing opportunities to walk, bike or take short trips to access regional transit stations; b. Providing direct, frequent and convenient regional transit service between urban centers; and c. Providing system access to urban areas in a manner that does not induce development in rural areas. 	<ul style="list-style-type: none"> a. The SYP proposes nonmotorized access improvements in areas in and around park-and-ride lots, transit hubs, and other Metro facilities. b. Between ST and Metro, all designated urban centers are served by frequent service. c. The SYP focuses on transit service improvements in developed areas and areas designated for development.
<i>Expand Transportation Capacity Offering Greater Mobility Options</i>	
<p>RT-8.28. Support the design and development of components of the regional high-occupancy vehicle (HOV) system which improve transit access and travel time relative to single-occupant vehicle travel.</p>	<p>The SYP proposes a renewed regional effort to identify and evaluate potential projects to enhance bus-only and HOV facilities.</p>
<p>RT-8.29. Promote and support the development of arterial HOV lanes and other transit priority treatments in urban areas to facilitate reliable transit and HOV operations.</p>	<p>The SYP proposes increased emphasis on the transit speed and reliability program.</p>
<p>RT-8.32. Ensure adequate capacity to serve cross-sound travel demands that focuses on foot-passenger travel and freight and goods movement. Promote convenient connections for foot-passengers to the regional transit network.</p>	<p>Service frequency would be improved at the ferry terminal in downtown Seattle.</p>
<p>RT-8.33. Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.</p>	<p>The SYP proposes nonmotorized access improvements in areas in and around park-and-ride lots, transit hubs, and other Metro facilities.</p>
<p>RT-8.36. Transportation investments in major facilities and services should maximize transportation system continuity and be phased to support regional economic development and growth management objectives.</p>	<p>Proposed investments would improve transit system connectivity as well as connections with other modes. Transit investments would be phased with regional growth.</p>
<p>RT-8.37. Improve intermodal connections between high capacity transit stations, (including ferry terminals, rail stations, and bus centers), major transfer points, and the communities they serve, primarily through more frequent and convenient transit service.</p>	<p>The SYP proposes more frequent and convenient transit service, facility improvements at major transfer points, and increased service to ferry terminals and transit hubs.</p>
<p>RT-8.38. Support opportunities to redevelop the road system as multi-modal public facilities which accommodate the needs of pedestrians, cyclists, transit, high occupancy vehicles, automobiles, and trucks.</p>	<p>The SYP proposes investments in transit and HOV capital improvements along roadways as well as pedestrian and bicycle improvements to improve access to transit.</p>
<p>RT-8.39. Develop a high-capacity transit system along congested corridors that connects urban centers with frequent service sufficient to serve both community and regional needs.</p>	<p>In the absence of a high-capacity system, the SYP proposes direct, frequent all-day express service between most urban centers.</p>

APPENDIX F

2002 Financial Plan

Form 5
Public Transportation Enterprise Fund
2002 Adopted Budget
Financial Plan

Prepared by Jill Krecklow

	2000 Actual	2001 Adopted	2001 Estimate	2002 Adopted	2003 Projected	2004 Projected	2005 Projected	2006 Projected	2007 Projected
Beginning Fund Balance	239,914	230,931	260,986	310,000	288,373	262,133	120,463	123,183	153,717
Revenues									
Fares	63,980	68,701	70,506	76,996	78,325	79,765	80,930	82,190	89,647
Other Operations Revenue	10,867	12,505	13,315	14,215	15,098	15,169	15,141	15,881	19,080
Sales Tax	239,234	279,854	282,627	321,904	335,102	352,527	371,916	391,255	409,644
Motor Vehicle Excise Tax	46,731	0	0	0	0	0	0	0	0
State Interim Funding	35,973	0	0	0	0	0	0	0	0
FTA Section 9 (Operating)	0	0	0	0	0	0	0	0	0
Interest Income	17,483	9,902	14,202	16,988	15,998	13,650	7,238	7,696	9,359
Capital Grants	60,638	48,074	53,284	73,346	103,653	53,686	50,324	23,666	47,409
Payments from ST; Roads, Fleet, Airport	11,992	16,787	15,101	19,410	22,756	24,973	26,949	29,417	30,562
Sound Transit Payments-Capital	19	0	0	806	806	0	0	0	0
Miscellaneous	(12,157)	7,649	61,849	20,622	11,339	15,300	15,546	13,364	13,445
Total Revenues	474,760	443,471	510,882	544,286	583,076	555,069	568,043	563,470	619,146
Expenditures									
Expense									
Transit Division	(329,165)	(362,017)	(362,017)	(374,661)	(401,346)	(422,137)	(438,178)	(460,242)	(484,177)
Transportation Admin Division	(2,660)	(3,828)	(3,828)	(3,887)	(3,796)	(3,903)	(4,012)	(4,124)	(4,240)
Transportation Planning Division	(4,248)	0	0	0	0	0	0	0	0
Capital	(70,457)	(89,849)	(71,136)	(162,540)	(186,066)	(256,341)	(123,428)	(71,509)	(97,731)
Cross Border Lease (Gillig Coaches)	(13,547)	(13,155)	(12,916)	(12,702)	(14,048)	(17,731)	(11,298)	0	0
Debt Service	(12,242)	(12,097)	(12,097)	(12,252)	(12,693)	(13,765)	(15,549)	(17,209)	(15,639)
Total Expenditures	(432,319)	(480,947)	(461,994)	(566,042)	(617,950)	(713,877)	(592,465)	(553,084)	(601,786)
Estimated Underexpenditures		0							
Other Fund Transactions									
Long Term Debt (Bonds)	0	0	0	0	8,500	17,000	27,000	20,000	0
Short Term Debt (6 Years)	0	0	0	0	0	0	0	0	0
CBL Sale of Gilligs	0	0	0	0	0	0	0	0	0
Misc. Balance Adjustments	(21,369)	4,522	125	129	134	138	143	148	153
Total Other Fund Transactions	(21,369)	4,522	125	129	8,634	17,138	27,143	20,148	153
Ending Fund Balance	260,986	197,977	310,000	288,373	262,133	120,463	123,183	153,717	171,230
Reserves & Designations									
30 Day Operating Reserve	98,461	35,079	56,954	40,006	33,155	34,825	36,048	37,883	40,005
Fare Stabilization & Operating Enhancement Reserve	2,000	-	-	-	-	-	-	-	-
Revenue Fleet Replacement Fund	34,517	44,182	95,576	117,414	134,307	73,458	80,930	106,725	129,588
Cross Border Lease (Gillig Coaches)	61,245	46,763	51,350	41,364	27,545	10,969	(0)	(0)	(0)
Total Reserves & Designations	196,223	126,025	203,880	198,784	195,008	119,252	116,978	144,608	169,593
Ending Undesignated Fund Balance	64,763	71,952	106,119	89,588	67,126	1,211	6,205	9,109	1,637
Target Fund Balance⁴	196,223	126,025	203,880	198,784	195,008	119,252	116,978	144,608	169,593

Financial Plan Notes:

¹ 2000 Actuals are from the 2000 CAFR.

² 2001 Estimated is based on current projections

³ 2003-2007 projections are based on future assumptions concerning service levels and the supporting CIP.

⁴ Target Fund Balance is based on formulae established in the financial policies

Form 5
Public Transportation Enterprise Fund
2002 Forecast - Sales Tax Model 3 as of 12/14/01
Financial Plan

Prepared by Jill Krecklow

	2000 Actual	2001 Adopted	2001 Estimate	2002 Proposed	2003 Projected	2004 Projected	2005 Projected	2006 Projected	2007 Projected
Beginning Fund Balance	239,914	230,931	260,986	307,923	264,062	236,118	118,984	89,747	107,757
Revenues									
Fares	63,980	68,701	69,774	75,990	76,650	77,627	78,470	79,173	85,823
Other Operations Revenue	10,867	12,505	13,315	14,215	15,098	15,169	15,141	15,881	19,080
Sales Tax	239,234	279,854	280,184	301,591	307,231	323,791	342,636	362,508	382,338
Motor Vehicle Excise Tax	46,731	0	0	0	0	0	0	0	0
State Interim Funding	35,973	0	0	0	0	0	0	0	0
FTA Section 9 (Operating)	0	0	0	0	0	0	0	0	0
Interest Income	17,483	9,902	15,303	16,088	14,290	11,241	6,380	5,492	6,648
Capital Grants	60,638	48,074	53,284	73,346	103,573	54,347	49,442	18,500	37,288
Payments from ST; Roads, Fleet, Airport	11,992	16,787	15,101	19,402	22,748	24,964	26,940	29,408	30,553
Sound Transit Payments-Capital	19	0	0	806	806	0	0	0	0
Miscellaneous	(12,157)	7,649	61,844	20,615	11,328	15,286	15,530	13,345	13,420
Total Revenues	474,760	443,471	508,806	522,054	551,723	522,425	534,539	524,307	575,150
Expenditures									
Expense									
Transit Division	(329,165)	(362,017)	(362,017)	(374,661)	(394,343)	(414,486)	(429,071)	(448,626)	(468,691)
Transportation Admin Division	(2,660)	(3,828)	(3,828)	(3,889)	(3,798)	(3,904)	(4,013)	(4,126)	(4,241)
Transportation Planning Division	(4,248)	0	0	0	0	0	0	0	0
Capital	(70,457)	(89,849)	(71,136)	(162,540)	(177,647)	(209,954)	(119,091)	(47,311)	(69,553)
Cross Border Lease (Gillig Coaches)	(13,547)	(13,155)	(12,916)	(12,702)	(14,048)	(17,731)	(11,298)	0	0
Debt Service	(12,242)	(12,097)	(12,097)	(12,252)	(13,465)	(15,122)	(16,445)	(17,383)	(15,601)
Total Expenditures	(432,319)	(480,947)	(461,994)	(566,044)	(603,301)	(661,197)	(579,919)	(517,445)	(558,087)
Estimated Underexpenditures									
Other Fund Transactions									
Long Term Debt (Bonds)	0	0	0	0	23,500	21,500	16,000	11,000	0
Short Term Debt (6 Years)	0	0	0	0	0	0	0	0	0
CBL Sale of Gilligs	0	0	0	0	0	0	0	0	0
Misc. Balance Adjustments	(21,369)	4,522	125	129	134	138	143	148	153
Total Other Fund Transactions	(21,369)	4,522	125	129	23,634	21,638	16,143	11,148	153
Ending Fund Balance	260,986	197,977	307,923	264,062	236,118	118,984	89,747	107,757	124,972
Reserves & Designations									
30 Day Operating Reserve	98,461	35,079	53,687	30,947	32,845	34,354	35,533	37,116	38,834
Fare Stabilization & Operating Enhancement Reserve	2,000	-	-	-	-	-	-	-	-
Revenue Fleet Replacement Fund	34,517	44,182	53,041	66,311	76,851	55,640	53,265	69,772	85,411
Cross Border Lease (Gillig Coaches)	61,245	46,763	51,350	41,364	27,545	10,969	(0)	(0)	(0)
Total Reserves & Designations	196,223	126,025	158,078	138,621	137,241	100,962	88,798	106,888	124,244
Ending Undesignated Fund Balance	64,763	71,952	149,845	125,441	98,877	18,022	949	868	728
Target Fund Balance⁴	196,223	126,025	158,078	138,621	137,241	100,962	88,798	106,888	124,244

Financial Plan Notes:

¹ 2000 Actuals are from the 2000 CAFR.

² 2001 Estimated is based on current projections

³ 2003-2007 projections are based on future assumptions concerning service levels and the supporting CIP.

⁴ Target Fund Balance is based on formulae established in the financial policies